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LONDON, SATURDAY, OCTOBER 23, 1852.

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THE STEAM-JET, AND ITS ASSAILANTS.

It was proposed by the scientific operators to drive a drift through the waste for all examination, but deemed unnecessary by those interested in the property. Is it really meant to be denied that carbonic acid and nitrogen gases will extinguish flame, and that Sir Humphry Davy, Graham, Murray, Henny, and all men of science, have taught and demonstrated gross and inexcusable errors!

Amongst other successful experiments, is Drumpeller, in Scotland, already forgotten, where, little more than a year ago, about 70 tons of waste on fire were extinguished by means of two fires at the Ashby Collieries. If the gases at the bottom of a well, the deep recesses of an old mine working, the top of a brewer's fermenting at, the Grotto del Cano at Naples, the destructive process of a charcoal fire by French respiring lovers, all instantly extinguishing flame, will not destroy the ineredility of prejudice, what can do it! If what all nature proclaims, and all observant men's common sense observes, be truth, then will carbonic and nitrogen gases extinguish fire, and, as has been shown, will the jet inject them into the deepest recesses of mines? If therefore, it becomes any man, or clique of men, to deny such truths, he is doing so, and will more valuable, life, and impelled by ignorance, or actuated by prejudices, they deny and neglect one of the greatest modern discoveries for the security of their mines and their people.—A MINE ENGINEER; Oct. 18.

vention. Such, then, are specimens of the evidence which have induced the committee to promulgate a report, seeking to induce the Government to patronise the steam-jet, and to institute a scientific board in London, whose functions will be to guide the Inspectors, and to usurp the responsibilities of the Secretary of the Home Department. It is said that the written opinions of the Inspectors have been demanded upon this point, if it is not true, it is a direct violation of the privilege of some member of the House will move for the printing of the said opinions, and we have a right to expect that the knowledge and experience possessed by these officials will separate the chaff from the wheat, and that if we are to have any further

FURNACE AND STEAM-JET EXPERIMENTS.

"A Colliery Viewer" cannot infer from my letter that the steam-jets are still in use at this colliery; and let me assure him that the cause of discontinuance did not arise from any failure of the principle, but from circumstances over which we had no control, and entirely apart from its successor or otherwise; but if he is desirous of further particulars, and will forward me his real name and address, I shall have pleasure in furnishing every detail. Oct. 21. ——— GEORGE GRIMBY.

Six.—Frequent and appalling are the accounts we hear of boiler explosions, and the lives lost by such explosions; and as often do these disasters set philosophers, both theoretical and practical, guessing as to the causes, and as various are the conclusions they come to on the subject, some attributing them to the sudden flashing of the water into its elements, and these gases having mixed themselves up to the explosive pitch ignited by the red-hot iron of the tube, and, finding the place too strait, burst their prison open, and leave mourning and lamentation in their wake; others attributing them to the carelessness or inability of the "fitter," or fireman, and not to the weakness of the defect of the iron, or overpressure, collapse of the tube by being left bare of water and getting red-hot, thereby depriving the iron of its power to resist pressure from within the boiler.

Some, or all of these, occasionally, for aught we know to the contrary, be true, and an antidote has been sought for various of these causes: at one time we have an "anti-sticking safety-valve;" at another, a "self-acting mercenary safety-valve;" and latterly, we have had some very important additions to the genus "safety-valve," such as the "Tyrone" and "Eggs" regulation, and the "Eggs" apparatus for preventing the escape of marine boiler steam. A one-inch outlet pipe is sufficiently large to carry off the steam from a 3 inch or 3 1/2 inch diameter valve, thus withdrawing the steam in the discharge pipe, instead of the valve itself: this is diametrically opposite to the generally received theory of the passage of fluids, and which we have always thought something near the truth; at all events, we shall have a chance of seeing the proof, and of testing the merits of the "Eggs" apparatus, in the case of the "Tyrone" and "Eggs" apparatus, on the River Thames. It is the secret of the mischief, we are

81a.—Allow me a remark or two about the questions put by "Delta," relative to the lives lost near Aloa. They have, I think, very simple answers. If a pit is known to contain any yield of coal, two walls are built up its bottom, one on each side, and cleared out from below; but if the pit has stood for many years unemployed, and its cradling, with large masses of earth, have fallen down, and, in addition, if there be water dammed back in a waste above in the same pit, either by the falls in the pit, or debris from the upper waste, then no English viewer of experience would risk the lives of his men in such a dangerous process as clearing from below: it would be like enclosing men in an old building, and desire them to take it down by beginning at the foundation.

As I considered a pit so injured as this appears to have been would, if intended to be used, absolutely require new walling or cradling, then, as this would have to be done sooner or later, it would, of course, have been the same cost if begun at first, which, when completed, and the stuff drawn from above to the surface, would have saved these unfortunates men's lives. What may be the practice of the Aloa district I do not know, but it should be a different thing.

SRM.—In reference to the remarks by "R. S. T." (Belgium), I may state that the exhaustion of collieries to a much greater extent than he contemplates, during the cessation of the workings, has often been suggested, both in public and in private, as a means of security, by *sucking out the gas*. For instance, on the Lords' Committee, Mr. Vivian proposed the steam-jet, and Mr. Branton his revolving drum, to effect this

It has been objected that the atmospheric force so brought into play would crush the mine. As a column of 3 fms. of the ordinary superincumbent strata is only equal in weight to the whole column of the atmosphere, and in such a mine as only wear the thickness of measures must amount to 100 times more than the whole weight which a perfect vacuum in the mine could realise, there is not, perhaps, much to be apprehended from this action; but a great deal of injury might be expected. Loose and jointy ground would be disturbed, and water brought down through crevices, and lodged so as to cause dangerous disruptions, perhaps most unexpectedly, some future moment. Gas not sucked out might be drawn from a distance to remove, whence it might burst forth at some most disastrous period—in fact, as is very often the case, *irregular practices*, the mischief would probably far exceed any anticipations benefit. *It is not possible to make any more definite statement*—I may also remark that your other correspondent, who classes together Mr. Ryan and Mr. Gibbons, is totally in error, and has plainly no accurate acquaintance with the views or the acts of either.—Oct. 6. —

DAVID MUMFET.

Sir,—I have never considered it possible that Mr. Forster meant to assert, or Mr. Murray to support, that a boiler 23 ft. long, and 6 ft. in diameter, was capable of sustaining the constant condensation of steam at 30 lbs. through a 3-in. pipe. I always conceived the contrary, and that such a claim was a supposition, and not a fact; and if it is added as "A Viewer" puts it, the proposition is monstrous. If it is correct to assume that a fluid under four atmospheres will rush into a vacuum with four times the velocity of a fluid under one, we shall obtain, deducting one atmosphere for the resistance of the natural column, a velocity of about 4000 ft. per second for steam issuing 50 lbs. per inch; this travelling through a 3-in. pipe would give a discharge of less than 200 cubic feet, 50 lbs. pressure, per second! How many crack locomotive boilers would be required to generate such a quantity at such a pressure? Truly, though so much is said, written, and done by steam, very little can be known or understood about it, when the inventor of the steam-jet draught, and thereby the parent of the present locomotive, can lend his sanction, even by silence, to such extravagant physical propositions. He surely is expected to be able to pronounce, without question, what is the capacity of every sort of boiler, with tolerable correctness.

October, '81

"No—I hardly know if it is worth while correcting a rambling correspondent so far as California; it will be months before I can hear him cry *pecore*; still we ought to neglect our countrymen because they are at a distance,—desist, perhaps, of opportunities for attentive reading. When he has a quiet corner, and reads again, will perceive that I speak of gold and tin, as precipitated from rocks, a "different" kind, which includes the tin, and the distinction between them, "we are here" from insensible to the auriferous junctions of quartz; he may have seen that a famous mine in England has been highly valued because it possesses quartz exactly similar to the quartz of California, *without the gold*. I am not owner of "a labatory," or I would send it out for his benefit, on the return of the *Ereoson*, and I am sure that he will recommend, with cylinders 1½ foot area per bore—
—Dr. R. D. Mendenhall, Oct. 6.

IN.—At the annual meeting of this society, held at Penzance, on the 8th inst., there were several interesting matters brought forward, of great interest to the mining community, and I venture to hope will lead to further information from the localities named. In the first place, several specimens of gold have been met with in the tin mines in the south-west part of the county during the year, and although not the same as that which is obtained, the exact site would naturally form a subject interesting to your readers. Mr. Atkinson, F.G.S., has also discovered that the granite of the district Moore contains gold.

Of all greater importance is the communication of Mr. Giles, of Leekward, upon the "Magnificent Association of Rocks" in that district, locality but little known to us. The bearing of the Killas west on the east side of Caradon hill extends much further into it than was anticipated by any one, showing even the geological map to be incorrect in this respect. Wheel Fernix proves the fact: there the Killas overlaps or abuts against the granite, the vein passing through the former into the latter. Mr. Giles has promised not to lose sight of the subject; we may, therefore, expect something interesting from his pen.

Another important act has recently occurred at Great Whinliff Vor. When they abandoned their smelting operations, some years ago, the tin smelting house was taken down, and the materials sold; the bricks of which the furnace had been formed had become so brittle that they had to be broken up and used as a base for the new house. The house became filled up with a metallic product, highly crystallised, resembling, in appearance, the lode, which, when amalgamated with the bricks, formed one solid substance. They are now about to undergo analysis, until which their precise character cannot be ascertained. It is, however, one of the two interesting characters to lay dormant, and is therefore concluded by hoping that the qualified parties will shortly give us further information thereon. —*Annals of Frisco* : Oct. 20.

Quartz veins are abundant in this locality, but, as I have before remarked, are only productive in the mica slate. The course traverses this district at all points of the compass, and dip at all angles, varying in width from that of a mere lace to 20 ft., and often outcropping on the surface. The outcrop undoubtedly depends on the indurated nature of the quartz, while the surrounding strata are worn down. These veins have seldom any foreign substances, but large scaly mica and oxide of iron, and are generally more or less affected at a depth of from 6 to 30 feet, by what Cornish miners term "a gossan." In some instances the nature of the vein is entirely changed from a firm to a decomposed brown coloured quartz. It is on this ground that I account for the disappointment of many in quartz mining here. The parties working in some places, and in some veins, but not on the surface, are misled and deceived by the gossan they suspended operations in disgust with the whole business. I have never here is scarcely a single instance of extended operations as to prove the vein below the gossan. I am confident that these quartz veins are the original matrix for all the auriferous gold, although auriferous deposits are sometimes found on the sides and even almost to the summits of the hills, yet, in these cases, I have always found quartz veins to exist still higher up, and these high deposits may easily be accounted for, in accordance with the law of currents. Confirmatory of this opinion is the fact, that gold is often found in the washings with pieces of quartz attached, but never found connected with mica or mica schist. In some of the mines, and in some of the creeks, I have collected specimens of cobalt, iron, clinnabar, &c., and, in one place, I discovered native quicksilver in numerous small globules oozing out of the ground. "Placer" mining is as yet the great source of gold in California: "placer" is a Spanish word, meaning pleasure, but the work is only pleasurable to the successful miner. The auriferous deposits are diversified and extensive—they will not be exhausted for years.

tain.—Being now in the regular receipt of your valuable Journal, I am kept informed as to what is going on in England in respect to this far off part of the world; and although I am travelling about a great deal in the mining regions, yet I occasionally have to look to your columns for information as to what is passing in California, or, at least, for a knowledge of the schemes which are being brought forward in England in connection with this country. To those who are interested in the future progress of the country, it is a subject of regret that it should be made the theatre of any absurd speculations, when there is such an extensive field, which only requires capital and enterprise to properly develop it, in order to its becoming a source of a most profitable investment. This, unfortunately, is a "fast" country; and if large amounts can be rapidly made, they can as quickly be lost by bad management and want of skill, for the expenses that attend every sort of mining operation are necessarily large, owing to the high rates of labour. Should some of these schemes burst, which will probably be the case, distrust will be created in the resources of the country, and capital will be invested in other quarters, where it is not so much required, and where it will not pay anything like the interest that could safely be derived from it here. In the event of any surprise, such as has been mentioned, in the future of this country, the companies should now be coming forward, based on the present value of so many thousands of acres of mineral lands, purchased from this or that named proprietor, or on a license obtained from the State; these titles are not worth much as the paper on which they are written, and as for licenses, the State has not the power to grant any individual or company permission to work any part of the mines. They are free, and open to all; the only restriction being, that foreigners are obliged to pay a tax of three dollars a month; and yet the title acquired by the land owner is not subject to any such claim. In fact, any individual, with his own capital, can take up a claim not already occupied, or he can purchase one from another individual who have legally taken it up, actual working, however, at certain limited intervals being required in order to maintain possession. The general principle is the same through all the mining regions, although there are modifications in different details as to the extent of claims, and the time during which they can be retained without working, which varies from two or three days to a fortnight. As regards arrangements, companies are allowed full time for procuring machinery, and making arrangements for the development of the claims; in fact, the State is in a position to make any title taken up and recorded, and has not evidently been abandoned, nor has any mineral land is recognised except that acquired by a miner's title; this title, however, is sufficiently good to lead to the investment of thousands on its security those who are best able to judge what it is worth; a good quartz claim could be more readily sold for 1000*l*. than a so-called title to 25,000 acres of mineral land for a small sum. I have lately returned from Grass Valley, the only district where quartz mining at present being carried on to any extent; all the mills, with the exception of one, are working, most of them day and night, yet the yield is not over 25*l*. to the ton, and the ore is that from the Lafayette ledge, which it can be worked in the best way. The average is that from the Lafayette ledge, which averages about 16*l*. per ton. The general average, as near as I could ascertain, of all the ores worked is from 6*l*. to 7*l*. per ton. The contrast between this spot and other mining localities is very striking; ten mills situated immediately at and around Grass Valley, eight are profitably at work, whilst of 13 mills within a radius of three miles of the place, but two are in operation, the other 11 remaining idle, on account of not being able to obtain ore that will pay the expenses of bringing to the surface and conveying, at least in the present state of the working of the mines, and the advantages of the Grass Valley. In some of these in many other places, is the facility with which the gold can be extracted, requiring a careful analysis of the refuse from the quartz mills in this vicinity, I am convinced that but very little is lost, whilst in many places, even where the ores are rich, more than one to two-thirds of the gold is to be found in the tailings. I see a paragraph in one of our newspapers, that the ordinary ore from the Lafayette ledge yields 120*l*. to the ton, and that the pyrites from the same ledge will yield 160*l*. to the ton. I believe the figures I have before given as to the yield of the ore are much nearer the truth, and the pyrites, I am sure, is not so rich as is not to be worth the trouble and cost of treating. So much of the Californian mining statistics.

possible or collecting so much for consideration and assistance. It is a great pity that the country is so small, and the use of bringing streams to the tops of the ridges on which very extensive diurnal deposits ofiferous gravel are found. These deposits are very rich in some places; I have seen as much as 2000, taken from a pan of gravel weighing about 35 lbs. As the diurnal washings in the rivers and ravines become exhausted, it is from these deposits that the greater portion of the gold will be taken. Fortunately, the fall of our rivers is so great, that in a distance of a few miles the water can be made to run on the top of the ridges 1800 ft. or 2000 ft. high. A company is now employed in bringing the water on the south fork of the American River on to the ridges above Hangtown and its tributaries, and the water is now being used for prospecting. The ridges are nearly all the ridges are capped by diurnal deposits, the stream is brought to a distance of about 25 miles above; and at Hangtown it will be at least 2000 ft. higher than the channel of the river, on the same line, a few miles to the north. The estimated cost of the work is 100,000; but it will probably much exceed that: some of our undertakings will exert a most important influence in developing the resources of the country, although I am of opinion that they will be attended with such an enormous outlay that they will not prove so advantageous an investment as is imagined. A large quantity of gold will be taken out of the beds of the rivers this season, and the country will be cleared of all the obstructions that have impeded the flow of their natural channels through at least two-thirds of their course; and although this has been done at so large an expenditure of time and money, that many of the companies do not realise much, yet the amount of gold taken out will have a marked effect on shipments of specie during the next few months. The addition of 50,000 work hands to our population will also make itself felt in this respect—in fact, there can be no doubt but that the supply of gold will go on increasing for some years. A careful geological examination of the country has convinced me that such must be

among those who in most justly appreciate its future prospects. The great desiderata at present are capital and skill, and it will not be until these are brought to bear on our quartz mines that their true value will be shown. There are many now standing still which could be profitably worked if they had the necessary capital and skill. It is not surprising, therefore, that where men put up to illustrate the fact that every quartz vein which intersects our mountains does not contain a mine of wealth. Some of our mills have already been moved twice, and although the process is rather expensive, yet the first experiment did not suffice to teach owners the simple fact, that it is not every lode where gold is visible which will pay working. It is not surprising if with such management companies fall through, and the use of the "water" scheme is abandoned. It is not surprising, therefore, that California affords a field for investment such as the world never before presented, for no country possesses such natural riches, with so small an amount of capital for developing them.—QUARTZ in San Francisco, August 30.

—I am much pleased to find the gentlemen of Tavistock are about to recognise the services of J. H. Hitchens, Esq., and I hope it will be something worthy the good as done. Let the working miner, too, add his mite. It was the manly, honest, unassuming reports he gave of Wheel Maria at its commencement that proves to me its worthiness. I shall be glad to know the "figure," that I may add my mite, although I have not seen the gentleman these 20 years.—C. r. Oct. 20.

TRELEIGH CONSOLS.

"—I hope you will allow me a small space in your widely-circulated Journal, to mention my astonishment at some of the proceedings at the last meeting. What deep regret I have that I cannot be present to see the 100 men, I consider an excellent manager?" mean by wishing to let the boiler-makers have the whole of the state of the ground in so short a time—destroying, in a manner, a set of machinery by taking away a boiler belonging to it, whilst there was one lying on the cashment which could, according to his own account, be repaired for 50*l.*; whereas it will cost upwards of 500*l.* before the engine will be fit to work again. Thus, I must say, is, in my humble opinion, anything but proper management, except it is to give a little extra cash into the pockets of the boiler-makers in that quarter.

would also wish to know what the committee that was appointed at the last meeting has done. Are they also friends of our present worthy administration, and will they pull all in the dark? I fully expected to have seen something like a report of the proceedings; but am as usual disappointed. It would appear to me that this matter is kept on the legs (if I may express myself so) to pay merchants and bankers and some other persons, and some other charges, and to give them the advantage of the present administration, if they do not bestir themselves before the horse is gone. I sincerely hope that this timely warning will have its effect, as I am told that there are some other sets near to our property about to be sold; and that, by way of

a bait, the Treleigh sett, which is good of itself, if properly managed, would be much better without them, and pay well; and, as an unfortunate shareholder, I trust that my fellow-sufferers will be on the look out, and not allow the directors to enter into any arrangements with any parties without their consent. AN OLD ADVENTURER.

PRINCE ALBERT MINE.

SIR,—I observe in your Journal of the 16th instant an answer to a correspondent at Perran, acknowledging the receipt of a long communication as to a series of alleged misstatements contained in the reports from this mine, and which you state are circumstantially set forth. Now, Sir, being a shareholder in this mine, I would ask you to publish that letter, with the name of your correspondent, for the charge amounts to this—that the agent has acted dishonestly, in giving to the shareholders false reports of the state and prospects of the mine; and no man, if he be worthy of the name, should make a charge against another of this kind, unless he is fully prepared to come forward and substantiate it. I, as a shareholder, am interested in having this matter investigated, and should, therefore, wish the letter to be published, in order to see whether the shareholders have been imposed upon or not, because we have property, and our agents both character and property at stake. Before I leave this part of the subject, I would just inform your correspondent that it is very easy to create a panic, to raise a suspicion against the probability of any person's actions, or to cause a loss of confidence in a project; and when this is once accomplished, it is exceedingly difficult, if not wholly impossible, to quiet people's minds, to remove suspicion, and to restore confidence; for the poison may circulate where the antidote can never reach. Your correspondent's object must have been to try and do all this; for he had been moved by high and generous motives, and the matters about which he wrote had been true (which I court inquiry into as a person interested); he would have written to the secretary, suggesting an examination, or particular inquiry into whatever he fancied was wrong, false, or dishonest, in the reports, and not endeavour to cast doubts on the integrity of a servant of the company, and damage the property of the shareholders in the mine.

I now come to your own statements, or opinions, as to what you consider ought to have been done, and am happy to say that all you mention as necessary to be done has been done; and I think you will admit that the concern has been managed and carried on fairly and properly, when I inform you that a deputation of the shareholders examined the mine in July last, and made their report to a public meeting of the same; and two independent mining captains have recently examined the mine, and made separate reports, which go fully into the present state and future prospects of it, and which were read at a meeting of the shareholders, held on Friday last. At this last-mentioned meeting the shareholders passed a resolution, expressing their entire confidence in the management of the agent; and that they were pleased to find that the inspections of Capt. Williams and Dale had in every respect confirmed the reports made from time to time by Capt. Davies. Your correspondent cannot now, I think, have so much confidence in his own opinion as to the misstatements in the reports.

Oct. 19.

[We readily insert the letter of "Veritas"—and which, indeed, supersedes the necessity of some observations, which we should otherwise have felt it necessary to make; but, we may add that, having quoted so much of the contents of the communication referred to as we thought would explain its object, and which the shareholders should be informed, we must now leave the matter to the shareholders. Our correspondent, however, is fairly called upon to forward a copy of the letter he addressed us (with any other information he may be in possession of) to the chairman of the company—that gentleman being anxious to receive it—that the statements contained may be inquired into.]

MINING IN ST. TEATH.

SIR,—In your Journal of the 9th and 10th inst., there appears to be a strong contention with two parties which have the Old Treburet lode. One party pretends they have it snug enough in Wheal Bawden sett, while the other party have intimated that they have pretty clearly got it pent up in a pit 2 ft. big, at Treburet United. The writer of this happens to know that locality well, and is likewise intimately acquainted with the position of the two setts in question; and, from his knowledge of the matter, he is quite disposed to say, that if the Old Treburet lode has really been so kind as to give each of the contending parties a turn, it has not only proved itself to be one of the most accommodating lodes that he ever knew, but has also to complain of it having been in much better humour with strangers than it was disposed to be with its old, and it may be truly added, only acquaintances. The writer has known the statistics of St. Teath for 20 years preceding 1849, and is quite familiar with the Old Treburet Mine, and all the parties connected with the last working, and occasionally visits the neighbourhood up to the present time. The lode described as being driven 70 fms. in Wheal Bawden sett is not the lode that produced riches in Old Treburet Mine, but merely a counter, taking that lode at an angle of 30°; and to the north of the said counter, the informant begs to say that the Old Treburet lode has never yet been found, notwithstanding all that has been said about it. A TREBURET TRUSTEE.

Meetings of Mining Companies.

WEST CARADON MINING COMPANY.

At the bi-monthly meeting of shareholders, held at the White Hart Hotel, Bishops-gate-street, on Friday, the 22d inst.,—G. B. CARL, Esq., in the chair.

Mr. CARL read the advertisement convening the meeting, and produced the vouchers and receipts of payment for the preceding accounts, the bills of parcels for the present two months, which caused considerable discussion as to the prices charged, when it was agreed, that in addition to requiring tenders for coal and timber, candles, tallow, &c., should be added, due regard being paid as to quality.

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| Copper ore sold, including carriage and deducting dues | £5541 0 11 |
| Received for materials sold | 186 3 5 = £5727 4 4 |
| The expenditure being—Agency for two months | £ 88 9 11 |
| Enginemasters, smiths, & carpenters | 175 4 10 |
| Tramway charges | 121 8 5 |
| Tutwork charges | 412 5 5 |
| Tramming, landing, &c. | 352 13 11 |
| Charges on ore | 553 1 0 |
| Parochial rates and club | 73 7 4 |
| Merchants' bills | 628 9 0 |
| Sundries | 5 2 7 = £4411 0 8 |
| Leaving balance of profit | £1316 3 8 |
| Balance in hand last account | 3720 17 0 |
| Total | £5037 3 8 |
| Less dividend now declared | 1536 0 0 |
| Balance to next account | £3501 0 8 |

Capt. DUNSTON, the agent, stated that they had 70 pitches working; the monthly returns depended much on the success the men met with. They rose altogether from 280 to 350 tons a month, and it was impossible to foretell what the samplings would be, within 20 to 30 tons a month. The mine was working fairly, not eating the calf out of the cow's belly. They had 10,000 tons of ore discovered, which was only a reserve for three years' working, and no well managed dividend-paying mine ought to have less, nor take away monthly a larger quantity than they discovered, be the price of ore what it may, to make a lasting concern of it.

Mr. GILPIN then observed that in consequence of some of the London shareholders thinking they might fairly raise and sell a considerably larger quantity of ore monthly while the price of metal was in the ascendant, had caused the pursuer to request Capt. Charles Thomas, of Dolcoath, a miner of great experience in the west, to inspect and furnish his report to the shareholders, which he would now be reading.

The said report went to show Capt. Thomas's opinion was that the present samplings might easily be kept up, but in his opinion they exceeded the two months' discoveries by about 1000 tons.

Capt. DUNSTON explained that, having 10 miles of underground levels, with shafts, winzes, &c., and 70 pitches, it would take an agent three full days to visit the whole, and give anything like a correct view of their capabilities. He was firm in opinion that they could send a sample from 350 to 350 tons per month, and not encroach upon their reserves. Capt. Henry Taylor and John Buzo, the two other agents, were of the same opinion. Jope's lode was opening well, and likely to become very productive. This statement gave great satisfaction to the meeting.

The CHAIRMAN then moved that the reports and accounts be received and adopted, which was carried unanimously.

Mr. GILPIN proposed a dividend of 5s. per share, which was nearly the whole of the actual profits made in the two months.

This brought on a long discussion, as the estimate for the present two months showed more than 7s. per share profit; consequently, it was finally resolved to declare a dividend of 6s. per share, payable on the 1st Nov.

Mr. ALLEN observed that the shareholders should bear in mind that in the spring it would be necessary to erect a steam-engine of larger power than the present, which was only a 30-in. one.

Mr. CARL read a resolution emanating from the last bi-monthly meeting at Liskeard, when it was resolved to erect a 50-in. engine early in the spring, specifications for which had been prepared by Hocking and Loam, the engineers, the cost of which, with pitwork, would be 3000l.; and another resolution that the future bi-monthly meetings would be held alternately at Liskeard and London.

Mr. ALLEN observed that West Caradon was the deepest mine in the district, and although the ground generally about the 140 was poor, seeing that the great mines in the western part of the county made great profits at double that depth, they ought not to be deterred from sinking deeper; therefore, they were unanimous as to having an engine of greater power.

The pursuer's salary was increased to 10l. per month, and thanks voted to him, Capt. Dunstan, and the other agents and the chairman, when the meeting separated.

CUBERT SILVER-LEAD MINING COMPANY.

At a quarterly meeting of shareholders, held at the Jamaica Coffee-house, Cornhill, on Monday, the 18th inst.,—Mr. RICHARD THOMAS in the chair.

The notice convening the meeting having been read, and the minutes of the last meeting, the following financial statement was submitted:—

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|---|----------------------|
| June expenditure | £275 12 1 |
| July ditto | 321 18 0 |
| August ditto | 449 14 11 |
| Sept. on ore sold | 39 10 0 |
| Perran Foundry, for a new 70-inch engine, boiler, &c. | 1650 16 2 |
| Discount on ore bills | 3 18 5 = £2741 9 7 |
| Balance in hand last account | £ 3 2 10 |
| Lead ore sold since | 535 14 8 |
| Call of 2s. per share | 900 0 0 = £1438 17 6 |
| Balance carried to next account | £1302 12 1 |
| September cost estimated at | 580 0 0 |
| Liabilities | £1882 12 1 |

The assets being—Calls in arrears, &c., 1087. 10s.; cash, 199. 9s. = 2741. 19s.

The CHAIRMAN stated that the new 70-inch cylinder engine went to work on Wednesday, and performed its duty admirably; it had only occupied one month to remove out the 36-inch and put the 70-inch to work. During the suspension some of the underground operations, of course, had been retarded; but they would soon be in full swing, and by throwing a flat-rod to Trebellan, where they formerly rose 45 tons of

lead ore a month, the united concerns would shortly be sending to market 'about 100 tons per month. They were in the immediate neighbourhood of East Wheal Rose, and in precisely the same stratum. He felt pleased at the progress made, and highly flattering prospects before them.

A discussion ensued relative to a discrepancy in the accounts at starting, there being about 19l. in favour of the company. The subject of naming auditors was debated on at some length.

Mr. T. WATSON proposed that the accounts produced be received, subject to audit and examination.—Mr. R. HALLETT seconded the motion, which was carried unanimously.

Mr. WATSON then proposed that three auditors be appointed, the acts of two to rule.—Mr. R. BYRON seconded it.

Mr. J. S. TRIFF considered three an absurdity, when the Bank of England and all the large railroads had but two; and he moved an amendment, that two be the number.—Mr. LINDO seconded the amendment, which was carried by a large majority of the shareholders present.

Mr. WATSON then demanded a scrutiny, to which the shareholders were averse, deeming it a mere waste of time, and so the matter dropped.

Mr. J. S. TRIFF proposed that Messrs. D. Mocatta and T. Watson be appointed to audit the accounts, and make their report thereon at the bi-monthly meeting.

Mr. R. BYRON seconded the same, and it was carried unanimously.

Mr. MOCATTA enquired as to the discharge of the present liabilities. There must be a call, and he understood the committee were of opinion that 2s. 6d. per share would carry them on until the next meeting: the 36-inch engine might also be sold. He should, therefore, propose a call of 2s. 6d. per share.

Mr. TRIFF expressed himself of the same opinion. He had great confidence in the committee, from the admirable manner they had hitherto conducted the affairs of the company, and he trusted they would be unanimously re-elected on this occasion. He seconded the motion for a 2s. 6d. call.

Mr. R. HALLETT proposed an amendment, that the call be 4s. per share, payable within 14 days, in order to discharge September cost, and other liabilities.

Mr. R. BYRON seconded the amendment, which was carried by nine to three.

Mr. MOCATTA remarked that, as the call was made thus early payable, might not a party pay on part at once, in case of sale, or must the payment be made on all at once?

Mr. WATSON referred to an instance wherein he, wishing to transfer some of the company's shares, had tendered the call on such shares, and the secretary refused to transfer them, under a rule laid down by the committee. He thought it a bad one, and should be altered.

On looking round, he found all the members of the committee had quitted the room. He then observed that two of them had hinted they did not mean to stand for re-election, they were Mr. Smith and Mr. Hoppe. He was averse to having a paid committee or directors in mining affairs.

Mr. HALLETT considered the committee entitled to remuneration for their valuable services, and at the next meeting, which would be after the auditors had gone through the accounts, was the proper time to decide what that remuneration should be.

Mr. WATSON contended against any such vote, and proposed that the meeting adjourn till the 25th inst.; meanwhile the secretary to write a letter to each member of the committee, signifying it to be the wish of the shareholders that they remain in office until the next bi-monthly meeting.—This was unanimously adopted.

Mr. D. MOCATTA felt much pleasure in proposing a vote of thanks to the committee for their past services, and the zeal and industry they had at all times evinced in conducting the affairs of the company, which, with the usual vote to the chairman, were carried by acclamation, and the parties separated.

GURLYN MINING COMPANY.

At a general meeting of shareholders, held at the offices, Salvador House, Bishops-gate, on Tuesday, the 19th inst.,—PETER STAINBY, Esq., in the chair.

The circular convening the meeting having been read,

The CHAIRMAN stated that the shareholders in the Lewis Mines had been invited to take a similar interest in the concern by the circular sent to each of them, it being contiguous to that sett: 651 shares out of the 1000 had been thus taken, those entitled to 149 shares had declined them, and others had neglected to reply, consequently were not entitled to any. All the 349 remaining, however, were applied for, and were now to be distributed. The rules and regulations had been carefully gone through by Mr. Watson and Mr. R. B. MICHELL, and he would read them over *seriatim*, for alterations or any amendment that might be approved of.

The reading thereof occupied some time, but they were finally approved of and adopted, the parties present signing the cost-book in confirmation thereof.

Mr. Stainby was unanimously elected as treasurer to the company.

Mr. R. B. MICHELL then recited the boundaries of the sett, which he had gone over with Capt. Reed, of Lewis Mines; Capt. Floyd, of Tincroft; and Capt. Matthew White, of Alfred Consoles. It was a mile in length on the run of the lode, and about half a mile in breadth, formerly wrought under the management of Messrs. John Taylor and Sons, when the returns were equal to 1000l. and 1200l. per month, down to 40 fms. level; they then working with a small engine of 30-in. cylinder. He agreed with the three captains named that a 50-in. cylinder engine would be required, which would enable them to prosecute the mine down to a 150 fms. level, which would require from 7000l. to 8000l. The founders at present were full of orders, and a new engine could not be had to work sooner than the end of April next. Meantime, the purchase of a suitable second-hand engine might save time and expense.

Mr. THOMAS W. R. MICHELL, the pursuer, was elected the pursuer to the mine, from Nov. 1 next, carried unanimously.

The CHAIRMAN then brought forward the list of applicants for the 349 shares, which were accordingly allotted.—Meetings to be held quarterly.

The usual vote of thanks to the chairman being given, the meeting separated.

WHEAL GUSKUS MINING COMPANY.

At a general meeting of shareholders, held at the Offices, Salvador House, Bishops-gate, on 22d inst.,—PETER STAINBY, Esq., in the chair.

The notice convening the meeting having been read, the CHAIRMAN signified that the meetings would be held regularly once a quarter. He then read the following statement:—

| | |
|-------------------------------|----------------------|
| Fifth call of 1l. per share | £1000 0 0 |
| Tribute on copper ore and tin | 26 7 5 |
| Tin stuff sold | 145 11 3 |
| Copper ore sold | 63 11 6 = £1236 10 2 |
| Balance last account | £ 89 13 7 |
| Costs for May | 88 15 2 |
| June | 168 1 5 |
| July | 199 8 6 = 545 18 8 |
| Copper sold since | £ 692 11 6 |
| 51½ barrows tin ore | 174 0 3 |
| | 156 1 4 |
| Total | £1022 13 1 |

Capt. HENRY FRANCIS, the manager, was present, and stated that the engine-shaft was casing down; the 20 east work 144 fms. deep, and could be worked at 2s. 6d. tribute; the winze being holed, the tributaries, at 2s. 6d. tribute, had got 77. per man for their labour; the lode was opening well, and producing good tin; the 10 east was working on tribute from 5s. to 6s. 8d. in 17. west, at 10s., and the men doing well. The pitches on an average were exceeding expectation. The water-wheel would put them to a 50, and he had no doubt that it would raise enough to pay for a steam-engine whenever it should be required; at present they were working at a low tribute, and doing well.

The CHAIRMAN put the motion, that the accounts and reports be received and adopted, which was carried unanimously. He then asked the manager whether he anticipated a falling off or increase in the sales of stuff?

Captain FRANCIS unhesitatingly said, an increase. On Guskus lode, in the 20, west of engine-shaft, they had only taken away from 8 to 10 fms. of ground, and preferred letting it stand till the shaft was down and winzes holed, when it would work at 2s. 6d. tribute. They were drawing 300 kibbles a core, and in six weeks would be down to the 10 fms. level; they would soon have three working shafts, the ground being easy, and not requiring timber, except for stulls. This being very satisfactory to all present, the meeting terminated with the usual thanks to the chairman.

CWMDYLE ROCK AND GREEN LAKE MINING COMPANY.

At the first general meeting of shareholders, held at the Queen's Arms Tavern, Cheapside, on Thursday, the 21st inst.,

Mr. HENRY PALMER (JOHN WEBSTER, Esq., in the chair,

the notice convening the meeting, as advertised in the Mining Journal).

The CHAIRMAN then read *seriatim* the published reports of Wm. White, Esq., professor of chemistry, Mr. Yarrow, the engineer, Capt. Collier, the agent, and Mr. Skillman, the manager, observing that the whole of them were present to answer any questions. These reports being already in the hands of all the shareholders, require no notice further than that they were received in the most satisfactory manner by the numerous parties assembled on the occasion.

The financial statement was submitted:—

Received on 1476 shares, 1476l. (less arrears, 46l. 9s.)

Add over-paid

The expenditure being—from February to end September, 1852

Showing a debtor balance of

And 2551 shares not issued. The expenditure being thus particularised:—

Agents salaries

Underground labour

Materials used

Bargains and surface wages

Expenses on ores

Expenses on engines

Expenses on buildings

Expenses on other matters

Expenses on sundries

Expenses on other matters

Expenses on sundries

Expenses on other matters

Expenses on sundries

Expenses on other matters

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Expenses on other matters

Expenses on sundries

Expenses on other matters

Expenses on sundries

Expenses on other matters

Expenses on sundries

Expenses on other matters

Expenses on sundries

LIGUANEA AND GENERAL MINING COMPANY OF JAMAICA.

At an extraordinary general meeting of shareholders, held at the offices in Moorgate-street, on Thursday, the 21st inst.,—WILLIAM FAIRBANK, Esq., in the chair.

Mr. H. FARRANT (the secretary) read the notice convening the meeting, for the purpose of increasing the capital of the company, with a view to the consolidation of the Amotto Bay Mining Company with this company, and agreeing to and confirming such resolutions, in reference to such increase of capital and consolidation as were adopted at the meeting held on the 29th of September.

The CHAIRMAN intimated that the notice just read referred sufficiently into the object for which they were assembled; therefore, he would read over, *seriatim*, the nine resolutions alluded to, moving that they be carried.

Mr. HOOK seconded the motion, which was carried unanimously. It was then proposed that the whole be adopted and confirmed, which was also carried unanimously.

The CHAIRMAN then observed that the directors would, by resolution No. 3, proceed forthwith to carry the resolutions into effect; adding that the reports of Capt. Lean were of an encouraging nature: from a piece of the wall of the lode at Abbey Green, which had been analysed, 9½ per cent. of copper, 4 ozs. 18 dwts. of silver, and 6 dwts. 12 grs. of gold.

Mr. R. H. MARTIN, on his late visit to the mine, was of opinion that much gold might be found in Jamaica, and likewise considerable quantities of silver in conjunction with lead ores.—The usual vote of thanks to the chairman concluded the business of the day, and the meeting separated.

THE VIRNBERG COPPER MINES.

Capital £75,000, or 1,875,000 fr.

In shares of £1 each (or 25 fr.), to bearer.—Payable in full on allotment.

A Company has been established in France for the purpose of working the above mines under the French law of "commandite," by which the liability of each shareholder is limited to the amount of his shares; the shares being paid up in full on allotment, and, to bearer, are not subject to any call or registration, and no Deed has to be signed.

COUNCIL IN PARIS.

Col. LABORDE, Governor of the Luxembourg.

M. PAGANELLI DE ZICAVO, Gerant of the Nouveau Monde Company.

M. FREDERIC TOCHE, Director of the Nouvelle Montagne Company, and the Eschweiler Company (Prussia).

M. GARNIER, Director of the Hérèsrange Company (Moselle).

M. LALLEMAND D'AIGUILLON (ancien negociant).

GERANT—M. Auguste Darriercerre, 10, Place de la Bourse, Paris.

TRUSTEES.

CHARLES BECK, Esq., late Chairman of the Butte Burra Mine (South Australia).

ROBERT GILLMAN, Esq., Chairman of the East Anglian Railway, and Director of the Colonial Bank.

JOSEPH THOMPSON, Esq., Director of the Commercial Bank.

S. H. ARMITAGE, Esq., Managing Director of the South Australian Copper Mining Company.

ROBERT GILLMAN, Esq., 23, Bucklersbury, merchant.

ROBERT BASTOW, Esq., Director of the Commercial & General Life Assurance Co. of London.

SOLICITORS—Messrs. Hancock and Young, 29, Tokenhouse-yard.

BROKER—Thomas Moxon, Esq., 3, Austinfriars, and Stock Exchange.

BANKERS—Commercial Bank of London, Lombury.

SECRETARY (ad interim)—Thomas Routledge, jun., Esq., 10, PLACE DE LA BOURSE, PARIS; 17, GRACECHURCH ST., LONDON.

This Company is formed for the purchase and working of the St. Josephberg and other copper mines on the Virnberg, situated near Rheinbreitbach, about two miles from the Rhine, and midway between Cologne and Coblenz. A provisional arrangement has been made for the purchase of the mines, which are held under a grant from the King of Prussia in perpetuity, free of all dues or royalties, until the produce (at the Government valuation) shall have equalled the capital expended. The St. Josephberg mine has long been celebrated for the richness and abundance of its copper ores, and for the considerable profits which have been derived from it during many years, notwithstanding the imperfect and costly manner in which it was wrought. Many mining engineers of eminence have inspected and reported upon the mine, among whom may be enumerated Capt. Stephen Edye, of Grassington Mines, Yorkshire; M. Ducloux de Boussais, of Paris; M. von Dechen, Director-in-Chief of the Royal Administration of Mines in Prussia; and Prof. Nöggerath, Inspector-General of Royal Mines in Prussia; all of whose reports concur in establishing the fact of the existence of large quantities of copper ores of very high produce (30 to 50 per cent.), from which immediate returns may be made, and that the best part of the mine is in the bottom and unwrought. The mine has been offered to the promoters of the present company, owing to the death of some of the old partners, whose representatives being under age, with other disabilities, renders the remaining proprietors unable to carry on the working of the mine effectively. The amount to be paid for the mine is £240,000, half in money and half in shares. It is estimated that £100,000 worth of ore is now laid open, from which a profit of £20,000 may be derived.

The following statement as to the present position and future prospects of the St. Josephberg Mine has been submitted to the promoters, and is fully borne out by the accompanying reports of well known and practical men:—

The mine is 60 fms. deep, of which 23 fms. is below the adit level. An engine-shaft has been sunk 56 fms. from surface to 23 fms. under adit. The deepest level is 20 fms. under adit, and has been driven north from the shaft 30 fms. At the 20 fms. level the lode contains several large leaders of solid ore, producing 30 per cent. of fine copper, and averaging in the aggregate 10 tons of ore per fathom of the lode. Between the back of the 20 fms. level and the adit level there is ore ground laid open and discovered which will yield 4000 tons of ore, averaging 30 per cent. fine copper, and worth £100,000; the cost of extracting this ore, and making it marketable, is estimated at £40,000, which would leave a profit of £60,000. The ore under the 20 fms. level is not included in this estimate, nor is any allowance made for ore which may hereafter be discovered, although the richness of the ends and bottom warrants the expectation of much larger quantities of equally rich ore being laid open hereafter, the proprietors wishing to confine their estimate to the ore actually developed. There is a vast quantity of ore ground above the adit level wrought by the old miners, all of which would pay for reworking, as the phosphates, silicates, and carbonates of copper were rejected as waste by the former workers; but all this ore is excluded from the present estimate. To work the existing ore ground with economy, certain preparatory works must be executed, and the following scale of working will show the anticipated progress in developing the riches of the mine:—

Mining Correspondence.

BRITISH MINES.

ALFRED CONSOLS.—The engine-shaft is sunk 4 fms. under the 100 fm. level, the lode contains more spar than for some time past. The lode in the 100 fm. level, west of No. 1 winze, is quite as good as reported last week, having on the north part a course of copper ore worth 30l. per fm., the south part being capels. The lode in the 100 fm. level, east of this winze, is worth for copper ore 70l. per fm.; the stopes over this level are worth for copper ore from 80l. to 100l. per fm. The lode in the 100, west of No. 2 winze, is worth for copper ore 60l. per fm. The lode in the stopes over the 90 fm. level, east of engine-shaft, is worth for copper ore from 40l. to 50l. per fathom. There is no change to notice in any other part of these mines since the last report.

BAT HOLES.—The Wood lode in the 45 fm. level, driving north, is 3 ft. 6 in. wide—a mixture of spar, blende, and lead ore, all of which must be sent to surface for the purpose of washing; this end has a more promising appearance for lead ore than it has had for some time past. The lode in the 36 fm. level, driving north, is full 3 ft. wide, producing some lead ore; the stratum that this lode is imbedded in is a blue limestone, and strongly mineralised, with facings of lead ore; judging from the character of the productive ground in this country, we calculate to have an improvement in this end shortly, it being precisely the same character of ground in which large deposits of lead ore are found to exist in this country. The stopes, both north and south of the lode, are worth for lead ore 60l. per fm. The lode in the winze sinking below the 27 fm. level is 4 ft. wide, yielding about 1/2 ton of lead ore per fm. The tributaries at this and the California lode are earning moderate wages in their respective tributes, as seen in the setting report. At the lower Bat Holes, we are sinking the engine-shaft with all possible dispatch, so as to get under the old workings, but in consequence of the ground being harder, our progress is somewhat slower than it has been hitherto, but the cost of sinking the shaft is nothing more than heretofore, when we take into consideration the saving of timber; we have about 7 fms. more to sink to unbottom the old workings, when we intend sending out a cross-cut to the lode.

BEACON.—Tallam's lode is 2 ft. wide, producing some good work. We have cut the San lode, which is very promising; we shall have about 15 fms. to drive on the course of it before we get to the old mine's workings, where they had a lode 3 ft. wide, which produced good tinstuff. We intend putting the engine on this shaft, and hope to have it at work in the course of a month.

BIRCH TOR AND VITIFER.—At 8 fms. under the lode, west of Highburrow shaft, is laying open good tribute ground, and so are the 20 and 30 fm. levels, which are considerably behind the 8 fm. level. We have turned the corner, and are making small but increasing profits. We have only four pitches at work, but could employ 20 men more on tribute, which would at once make this a good paying mine.

BISHOPSTONE.—I have set two men and two labourers to stope the roof of the level, driven upon the east level from the adit cross-cut, at 60s. per fm.; there is a mixture of ore, 19 in. wide and 14 feet long, in hard ground, worth 60s. per fathom. There is 32 feet driven north of the north shaft, on the east lode, in promising ground, producing about 1/2 cwt. of ore per fathom; 50 fms. north of this shaft, a good deal of promising ground to my arrival, and continued sinking, to disclose this lode further north, but all has failed as yet. If the ore continues in the forebore, we shall soon have a good back, where we may rely upon getting several tons of ore; the sole of the level is still poor. On the 15th instant I set to three men and three labourers the driving of the 10 fathom adit level north, at 35s. per fathom. The forebore is now composed of large tumblers of limestone, being in the centre of the lode, but the men will lean to the east, in order to catch the footwall and continue the driving thereon; the ground at present is unfavourable for ore. The trial set, 200 fms. north of the north shaft, is down to the rock 33 feet deep, and a cross-cut driven 12 ft. east for the lode, but no appearance of it as yet.

BLACK CRAIG.—The engine-shaft is now all in the rider ground, which contains a jack and spots of ore. The 40 end west is now in the same as last reported; No. 1 pitch is improved a little, while No. 2 continues to look better; the end east is in the same, and secured 24 fms. east of the shaft. The 25 end east is all in the north rider, the blackstone being to the south; there are spots of ore in the rock in the 25 cross-cut south—other places are as last reported.

BLAEN CAYLEN.—We are busily engaged cutting the plat, but the lode is so very wet that we are not progressing so fast with it as we could wish. The lode is from 5 to 8 feet high, with ore mixed through it, and not in a solid branch as it was above. It will take us the whole of this week and next to complete the plat. The ground in the deep adit is the same as before.

BODMIN WEST DOWNS.—Since my last report our works have been confined to sinking a shaft, availing ourselves of the dry season for that purpose; this shaft is now 17 fms. from surface, and will be of great advantage when our engine is erected, as we are now down to water, and afford supplies for dressing, &c. During the progress of this work we have found the part of the lode we sunk on to produce very good work for tin, and had we had the advantage of a crusher during this work, considerable returns would have been made; the result of this is most satisfactory, as it proves that the lode is increasingly productive as we sink; and considering that the lode, or series of lodes, embraces 40 ft. in width, this is a most satisfactory result, speaking much as to future profits. We have further broken 600 tons of tinstuff in the stopes on the same series of branches at the open cut or shallow level, which will be dressed during the winter months, with little cost. The Kewick Mining Company, having been impressed with the value of this lode, have commenced to drive a cross-cut from the deep adit south, to intersect the mine; this work will be most valuable to us; the great iron lode, in the western part of the set, has been set to work, the company having a net profit of 1s. per ton until Christmas next. About two cargoes of excellent hematite iron ore have been raised, which has given great satisfaction to the smelters. The works on this iron lode prove the existence of a vast quantity of iron ore, which can be raised in marketable condition for 2s. or 2s. 6d. per ton; we are therefore, justified in considering this lode a source of profit, a fact which, although alluded to in a former report, was not sufficiently estimated. In conclusion, I consider the prospects of the mine greatly enhanced by our explorations, and am fully satisfied that in this undertaking we possess a rich and highly valuable property. The loss, respecting which a delay not anticipated had occurred, has been now duly executed, and placed in the hands of the secretary as requested, in order that the cost-book may be headed therefrom, and I am now ready to assign the same to the directors, as trustees on behalf of the company.

BOLENOWE.—The summen have finished cutting the plat in the 20, and commenced sinking the shaft under that level; the ends are without alteration.

BORINGDON CONSOLS.—Since last report the men have been busily engaged in cutting ground in the 12 fm. level, at Annie's shaft, for cistern and bearers, which I hope will be completed this week, and the lift fixed, so that we shall be able to commence sinking. The 12, going east, does not carry so much mundle as formerly—the lode is very kindly. I have set a pitch in the back of this level to two men, at 12s. in 11, for lead only. Going west, I have suspended driving this level, as the lode is so poor, and Annie's shaft, we have a good lode. I have suspended driving this level for a short time. I have put the men back as far west as the 20 end, and then, to put up a rise to communicate with the 20 for better ventilation. The men have risen about 3 fms. through a good lode.

BOTTLE HILL.—In the 50 fm. level, driving east, the lode is not so good as when last reported; in the 50 fm. level, driving west, the lode is large, with spots of tin, but not rich. The end getting up to the 34, or incline end, is just the same—tinny, all saving work. The stopes in the back of the 50 fm. level, west of Fezzy's shaft, is very good for tin—all saving work for the stamps. The rise above the back of the 50 fm. level is just as when last reported on—a very good lode; but we shall not be able to take away much of this until we have communicated this rise to the bottom of Vigne's shaft to the 34 fm. level. In Jankin's winze, sinking below the 34 fathom level, the lode is not so large as it was, but tinny. After we cut out these two pieces of ground, we shall be able to get up tin to the surface faster than at present. Josiah's shaft is going down, or sinking fast, as the ground is easy for sinking; but the lode is poor for tin or copper ore at present. We are preparing the rods for the old winch-shaft on the south lode, in order to get at some copper ore, if it be there, as the men say it is. We are now fixing the plunger-lift from the bottom of the winze to the deep adit level; this will save a good deal of expense to the mine. We have two pitches set on tribute, and the men are getting good wages.

BRONFLOYD.—Our engine-shaft will be down 10 fathoms below the adit by the end of this week, when we shall commence cutting the plat. There is no alteration in the deep adit level.

BRYN-ABIAN.—The lode in Hallett's engine-shaft, sinking under the 30 fm. level, is 6 feet high, composed of black, jack, spar, with some small branches of lead ore. The deep adit level, driving north, is much in appearance as last reported, producing some small quantities of jack and lead ore. The shaft sinking under this lode, under the deep adit level, is progressing favourably—this lode is 6 ft. wide, with some small branches of lead ore.

CALLINGTON.—South Mine: The lode in the 125 north is 6 inches wide, yielding 1 cwt. of lead ore per fm., the ground very favourable for driving, now let at 3l. 10s. per fm.; we have a pitch in the bottom of this level, near the shaft, that will yield 1 ton of lead ore per fm. We have not resumed the sinking of the incline shaft as yet, on account of the late rain, which has let down so much surface water: we are still cross-cutting from adit level to come under this shaft; when done, we shall rise against it to water in the North Mine: No lode has been taken down in the 20 west, on No. 1 copper lode, since last report—Kelly's shaft. The lode in the 70 east is 2 ft. wide, yielding 3 1/2 tons of copper ore per fm., worth 5l. per ton. The 70 cross-cut north is now driven about 8 fms., the ground favourable for driving, now set at 5l. 5s. per fm. We have finished cutting plat in the 70, and are now engaged fixing pent-house; as soon as this is finished, we shall resume the sinking of this shaft below that level. The 70 back stopes are now getting near the bunch of ore discovered above. The 60 east is driven about 6 fms., lode 3 ft. wide, composed of spar, mundle, blende, and good stones of copper ore. The lode in the 50 east is improved, being 2 ft. wide, composed of spar, mundle, blende, and copper ore, yielding 1 ton of the latter per fm., worth 5l. per ton. No lode has been taken down in the 20 east since last reported. The tribute department is much as usual.

CARADON CONSOLS.—Operations have commenced here, and the adit level is being secured.

CARADON WOOD.—In the past week there has been driven north in the 30 fm. level 2 fms.; the lode is about 3 1/2 ft. wide, composed of mundle, spar, flookan, and pryan. The south end has been driven about 8 ft. in the last week; the sparry part of the lode in this end has become small, and the flookan very large; I cannot state the size of the flookan, as it is wider than the level is. The cross-cut driving east has been driven about 2 fms. per week for the last four weeks past, and I do not see any alteration in the ground to notice as yet.

CEFN CWM BRWYN.—The lode in the upper adit level east is much improved; it is 10 ft. wide, yielding 1 1/2 ton per fm. In the deep adit it is more promising, and opening wider in the end.

CEFN GWYN.—The men at the engine-shaft under the 10 fm. level have been prevented from sinking for the last fortnight in consequence of the water becoming so powerful in the bottom of the shaft; we could not work to any advantage without a lot of pumps, which we have now got, and they then commenced working again on Saturday last, the 16th inst. The lode in the present bottom is from 5 to 6 ft. wide, composed principally of spar, with a mixture of black-jack and silver-lead ore, yielding of the latter at least 1 ton per fathom. I hope in the course of two months from this time to be sufficiently deep to commence the driving of a 30 fathom level east and west on the course of the lode; should the lode continue as at the present time, large and good ore ground will be laid open. The increase of water in the bottom of the shaft has drained the other part completely dry. Our last month's sinking, with nine men was 1 fm. 4 ft. at 16s. per fathom.

CHARLESTOWN UNITED.—Since last report, the water has so increased from the lode we cut in sinking the shaft under the lift level, that it has completely overpowered us, consequently but little has been done here for the week. The summen are now engaged about the rods, &c., which we hope to finish some time next week,

when we expect to get the whole to work, after which we shall soon be able to resume sinking again, the progress of which you will be regularly made acquainted with. Our other operations and prospects continue much as usual.

CHRISTOW.—The engine-shaft is down 4 fms. 1 foot below the 20, and I am happy to inform you that we have, during the past week, cut through a branch, or lode, in the shaft 15 inches wide, whose underlay is about 3 feet in a fathom; it consists of flookan, iron, pyrites, quartz, hornblende, and exceedingly good stones of lead ore, which I believe to be very good for silver. The channel of ground now in the shaft consists of a light blue kila; and I am still of opinion that Christow will, in depth, prove to be one of the most productive mines in the neighbourhood.

CHURCHSTOCKE.—We have had the pump to work since Thursday evening, and the water is 2 ft. 6 in. lower this morning (Oct. 18); this will give the pump a fair trial; it throws a strong feed of water. I am going to have a channel cut to-morrow, in order to turn the water running from the hill under Cornhill Peak, and which crosses the lode some 20 yards from the workings; the lode being such an open one, some of this water, in my opinion, must find its way down, and the channel, when completed, in a couple of days' time, will carry off some of the water that now finds its way into the workings. I shall be able to empty the pool, and resume sinking a few feet deeper, when the lode can be tried. I have had three good practical men underground with me this morning, and they all agree with me that there must be a body of ore in the solid ground.

CLIVE (LEAD).—The lode in the winze sinking under the 8 fm. level, at Summer's shaft, is of a very promising character, with occasional stones of lead; this winze is nearly 20 fms. east of the shaft; and judging from the course of lead in the shaft, and appearance of the lode in the winze, we may anticipate opening a profitable piece of ground. The patch continues to produce good lead, and we have no reason to doubt but that the crusher will enable us to make profitable returns, as we have the advantage in raising large quantities. The lode in the deep level has a very promising appearance, producing spots of lead. The new adit shaft is down 6 fms. below the surface; we have not as yet found the bottom of the old workings; the lode appears to be very large, and not without lead, as we have found some good stones in the rubbish. Capt. Curry was with me last Wednesday; and Thursday we set our dressing-floors to lay down to the carpenter, who has contracted to erect the wheel and crusher, so that no time may be lost in getting our floors ready for the crusher.

CRETOWN.—The engine-shaft is sunk 5 fathoms 2 1/2 ft.; the lode is greatly improved, with copper and fine lumps or balls of lead—a very kindly lode, at present about 1 1/2 ft. wide. In No. 3 and the lode is 20 in. wide, with spots of copper; the men are removed from the end to rise against the winze, where the lode is 6 ft. wide. On the hanging wall there is a branch 30 in. wide, yielding 10 or 12 cwt. per fm.; should this large lode become a course of ore all the breadth, in sinking a lift or two under this level you will have a fine mine. The winze is improving, lode 2 ft. wide, with spots of copper, water still quick. The stopes in the back of No. 3 level, the south end of the shaft is looking promising, copper and lead. No. 2 stopes are yielding about 1/2 ton per fathom. The cross-cut to No. 2 level is making gossan heads and jointy ground, as if it was near the lode. They have commenced carting lime and sand to the engine-house, and expect to have the house completed by the time the engine arrives here.

CROW HILL.—The counting-house and smith's-shop are covered in, and nearly completed, with saw-house, &c. The wheel-pit is dug out, and about one-half of the mason's work for the large wheel is done; in about two or three days the extensive run of water leats will be finished, and the water brought home. The engine-shaft is timbered and secured from surface to adit. The adit level, which we found in a bad condition, has been opened and secured for a considerable distance, and is still in progress. The axle, and other parts of the water-wheel, with about 30 fms. of pit-work, with bobs, and all the smithy utensils, are now on the mine, and we are pushing everything as fast as possible. In clearing the adit, we found some good stones of lead coming from the lode, in different places, and from all that we can see it has a most encouraging appearance.

CWM DARREN.—The engine-shaft is now down 5 fms. 2 ft., without much change with the lode, which is a little improvement in the 10 fm. level east; the same level west is worth from 3l. to 10l. per fathom for copper. The stopes east of the winze will yield 1 ton of copper per fathom. The stopes east of engine-shaft is worth 15 cwt. of lead per fathom the width of the lode; the stopes west of engine-shaft is not looking as well as I have seen it. All other operations are getting on very well. Mr. Thomas was here last Thursday, and Capt. Richard Glanville with him, and they were much pleased with the appearance of the mine both underground and at surface.

DEVON AND COURTENAY.—The lode in the 70 fm. level west is very much improved; it will now turn out 2 1/2 tons of good ore per fm. The stopes in the 60 will turn out 3 1/2 tons per fm. There is no alteration elsewhere.

DEVON BURRA BURRA.—The shaft on the Gate-post lode has been sunk 2 fms. below adit in a mass of very rich gossan. The lode from which the grey ore was raised will be intersected at from 15 to 20 fms. below the adit, when it is expected, from the appearance of the lode when the water caused the sinking to be suspended, that considerable quantities of ore will be raised. The engine-shaft on the Brake lode, or western mine, is down 9 1/2 fms. below the 10 fm. level, in the same favourable stratum of white kila. The tribute pitch is doing well, and as soon as the levels are ventilated, by opening a communication with the winch-shaft, several other pitches will be set. This will undoubtedly prove a great mine.

DEVON KAPUNDA.—Some important discoveries have been made east of the engine-shaft towards the great cross-course of Wheal Maria. It has been found by dialling, the lode driven on at the adit, and 14 fm. levels, and containing on the backs of the lodes, that there are not less than four east and west lodes concentrating in the eastern ground, one of them 5 to 6 ft. wide, 10 fms. north of the present level, and one before seen in the mine. The great gossan lode 14 feet wide carrying beautiful yellow copper ore 5 fms. south of the same levels; and a lode from 2 to 3 ft. wide still further south. These three additional lodes can now be speedily cut at the respective levels down to a depth of 44 fms. from the surface, and from the appearances already presented, no doubt whatever is entertained of their being highly productive of copper. In the 22 fm. level, west of the engine-shaft, the lode left standing by the old men, which is from 5 to 6 ft. wide, is now being taken down, and is full of rich yellow ore mingled with sugar spar. The engine-shaft is to be sunk immediately by nine men, the eastern ground is changed to a fine white copper kila, while the western lead ground carries blue kila. The tributaries are raising good lead ore in their pitch, and the dressing is proceeding with all practicable dispatch. The 14 fm. level west is still improving. Mr. Longmaid's assay of a sample of the lead gives—for lead 78 1/2 per cent; silver, 68 1/2 ozs. to the ton.

DUNSELY WHEAL PHENIX.—Our progress here is of a satisfactory nature. About 20 fathoms west we discovered a large working, or cavern, from 20 feet wide and, I should say, 60 feet long, and about 18 feet high; this appears to have been all worked away for tin. The lode in the eastern adit is 2 feet wide, producing some good stones of tin.

EAST BLACK CRAIG.—The shaft is now cleared about 20 fms. under the surface. They have put in an air machine, and are putting in air pipes, in order to continue clearing the adit.

EAST CROWDALE.—The tribute pitch looks just as last reported; the men are getting wages at 4s. 6d. in 14; the lode looks good in the breast, but the tributaries are not extending their operations in that direction. They are stopping in the bottom, and are now down within a few feet of the back of the 30. The lode is inclined northwards, so that this lode and the one on which the level was driven west are one and the same. I have, therefore, thought it best to stop the cross-cut south. I cannot say how much we may raise from this bunch, because the tributaries are not driving any further west, but they are having a good lode in the breast for 6 fms. high, and we shall, doubtless, raise a great many more tons of ore from it. We are making preparations for sinking as fast as we can, and shall begin to cut ground for cistern, &c., on Tuesday next.

EAST TOLGUS.—The lode in the adit end, east from new shaft, on North Buller lode, is 15 in. wide, six in. of which is good ore, and looking kindly for improving. The winze sinking under the adit is suspended, through an increase of water. The western end of the winze is being stopped, and yields 2 tons of ore per fathom, worth about 6l. per fm.

EAST WHEAL GEORGE.—We have to-day let a bargain to the summen to cut a plat in the 32 fm. level for 12l.; and have also let the 32, west of shaft, to drive, at 5l. per fm. The 28 cross-cut south is let the month out at 4l. per fm. A small bunch of ore in this level in this cross-cut underlaying north, containing peach, mundle, and spots of yellow ore. The men are busily engaged about the stamps.

EAST WHEAL LEISURE.—The ground in the engine-shaft, sinking below the 50 fm. level, is rather harder; the lode in the 50 fm. level east and west is black and unkindly. In the 38 fm. level east, the lode is 18 in. wide, composed of pryan, spar, and spots of ore. Preparations are making to resume the sinking of Taylor's shaft under the 50 fm. level. The pitches continue as last reported.

EAST WHEAL RUSSELL.—Since my last report the tunnel end is greatly improved we have a splendid lode 4 ft. wide, producing very rich black, yellow, and grey ore, and available all through the end, the lode is richer than I have ever seen it since we commenced driving, how large the lode is in the present end I cannot say; I should think the gossan from the north side of the end to the north wall is 2 fms. wide, and the great capel still standing to the south, we have already cross-cut, that produces such fine stones of ore; and, in fact, I have not seen the end look so well as at present. We are now into the lode driving east at the 55 fm. level. At Hitchin's shaft we are driving to cut it, where we expect to have a good lode as we advance on towards the great cross-course, as there is ore in the 45 fm. level above, and a very promising beautiful lode driving towards the cross-course and tunnel end. The end driving west at the 45, is in gossan, pryan, sugar spar, and greens, also encouraging for a course of ore; we have no discovery in the cross-cut driving south at the 45, the end is still in light blue kila; the cross-cut driving north, in the same level, is also still in capel, spar, and kila, and water coming very strong from the present end. I have not seen the gossan looking stronger than at present in the bottom of Hitchin's shaft. We have leaders of iron from 8 to 10 in. wide. It is as fine a lode as can be seen in the bowels of the earth without a course of ore, which I firmly believe we shall have.

ESGAIR LEE.—The 20 east and west, on the south lode, is much the same as when last reported on, being composed principally of slate, quartz, blende, and spotted with ore. The 10 east, on the middle lode, we think is home to the junction with the counter, and we have now to bear round about 40° south of east, to get on the course of the counter lode, from which much water is issuing, and in the course of this week we expect to cut through and open some ground on same. The counter lode, in the stopes over the adit, is much the same in appearance as when last reported on, and yielding a fair quantity of work.

EXMOOR ELIZA.—The rise in the back of the 24 fm. level has been suspended, and the men who were put to drive west in the 36 fm. level, on a very kindly lode, composed of capel and gossan, and in which we have already had an improvement, having broken some stones of good yellow ore in the end—set to drive at 6l. 10s. per fm. by six men; the lode in the back of this level, and from thence to the bottom of the shaft is, without exception, as strong a lode as I have ever seen. The sinking of the shaft, which is now about 9 fms. below the 36, has been set to eleven men, at 18l. per fm.; the lode is large, but not having the whole of it in the shaft its width is not known; in the south part of the shaft the lode is composed of capel, spar, pryan, and mundle, with some ore, but not rich; the north part is kila, in which are also branches of ore, and it appears to be approaching to a settled state.

GANTON UNITED.—We are securing Sim's shaft as fast as possible, and in the interim are driving west on the lode at the bottom of the shaft; the north wall has not yet been seen, the part of the lode now carrying is ore throughout, with a leader on the south wall 10 in. wide, excellent work for copper ore, and showing indications of still greater improvement. No time shall be lost in sinking to the 10 fm. level. In the old winch-shaft, now named Bayley's, we have forked the water to the 10 fm. level, which is driven west about 11 fms.; the lode therein is from 2 to 3 feet wide, producing mundle, soft spar, and beautiful stones of copper ore—a good lode, and fully bearing out the reports circulated. We are engaged collecting up this shaft, and are proceeding to sink to the bottom, and hope shortly to verify the reports about this part of the mine.

GOGGINAN.—The north lode in the 140 fm. level, at Taylor's shaft, is not yet intersected; the cross-cut from this shaft is now driven about 10 ft. through a large lode, containing a little ore. The lode in the 60 fm. level, east of Gilbertson's shaft, is still improving, producing 1 ton per fm. The lode in the winze below the 49 fm. level, at the boundary shaft, has a promising appearance, yielding 1 1/2 ton per fm. The lode in Bryn Pica shaft is intermined throughout with good stones of ore.

GREAT CRINNIS.—The lode in the east end is producing some good stones of copper in the gossan, but being shallow it does not make up far from the back of the level; at 10 fathoms deeper, I have no doubt but it will yield good returns of copper. The ground in the north cross-cut, driving to east Bell's lode, is a little deeper; the last 2 fathoms have been in a bit of twisty rock. I am preparing ladders to put in the old footway, where I expect to set some tribute.

GREAT TREGUNE CONSOLS.—The men are busily engaged in bringing up the lobby, as well as in preparing to fix the new run of rods; this we are pushing with all possible speed, and will soon be completed. I have taken the bearing of all the lodes and branches, together with the distance from each other, also the distance of the line of rods to the shaft, and will send it to you in a day or two. Our sheding at Treguna, this week, has been satisfactory. We have discovered a splendid elvan dyke—a property that I have been anxious to see. We are now again finding some splendid shodes, which proceed from the lode before us. This elvan course has caused a dislocation of strata, and no doubt is the means of throwing the lode northward; we are now got into settled soil, and hope in a few days to find the lode.

GREAT WHEAL BADDERN.—Kenworthy's shaft is now sunk 7 fms. 3 ft. below the 51 fm. level. We expect to get it down to another level, 12 fms., by the middle of December; the lode is still large, and composed principally of mundle. The 51 east is still unproductive; we expect to communicate the rise above this level to the 40 within a week from this time. The lode in the 40 is small, at present 6 inches wide, which is good for lead. The lode in the 30 is 1 1/2 ft. wide, good work. The lode in the 20 is about 6 in. wide, with stones of lead. We have met with a good stone of lead in the 20, west from Sunderland's, which is looking very promising at present. I have nothing new to communicate from any other part of the mine.

GREAT WHEAL TONKIN.—The water in the flookan lode shaft, south mine, is sinking gradually since the dry weather set in, but not sufficient to resume sinking again at present. On the north mine, at Elizabeth's shaft, the water is falling back rapidly, and I hope to resume operations here the beginning of next week. We have nearly cleared out for the foundation of the engine-house, and shall be ready for the masons in a few days.

HALAMANNING AND CROFT GOTHAL.—The flat-rod shaftmen have finished the sink, and have put in a sollar; they are now cutting down the shaft on the course of the lode, which we expect will be completed in three weeks. We have eased the middle shaft to the 50; next week it will be sunk again, as there is such a fine lode in the 50 we expect to find the next level still superior in richness. We are daily expecting to hole the cross-cut shaft to the 55 fm. level. Where the ground was being stopped in the 55 a sink was met with; the ground is now being stopped the other side of this sink, and is very productive for copper. The branch driven on in the 35 is as rich as ever. Croft Gotal is still improving, and the opinion of the miners is daily strengthening, by the discoveries made, as it will make a very rich and durable mine. The winze is communicated with the 40 fm. level, west of Busso's, which has ventilated this part of the mine, and we shall now be able to resume driving the 50 and 40 ends. Orchard shaft is holed to the 52; this level is being cleared between this and bank shaft. A cross-cut is being driven north of water shaft, to cut the lode in the 46. The sides are full of ore, and we are preparing for another sampling. The last sale of 390 tons realised 2259l. 8s. 6d.

HENNOCK.—In consequence of a harder floor of ground coming into the shaft than was expected, we have been thrown back in the sinking, and shall not complete the shaft to the 50 fm. level until Thursday or Friday next. It has only been a floor of hard ground, belonging to the eastern lode, which is now nearly out of the shaft again. In the 40 fm. level north we have driven about 6 ft. from the cross-cut on a course of the lode, which is about 5 ft. wide, 15 in. of which is producing good saving work for lead; the lode is very regular, and well defined; in the 40 fm. level south the men have not yet completed their bargain of 5 fms., but as soon as they have they will then drive west to cut the lode. In the winze sinking under the 30 fathom level north we have about 6 ft. more to sink to communicate with the 40 fm. level; the lode is about 4 ft. wide, producing saving work for lead. The south winch-shaft is still sinking in very favourable ground. We have also a pair of men now clearing the adit level from the engine-shaft towards the south winch-shaft, to complete a ventilation as soon as that shaft is down.

HILL BRIDGE CONSOLS.—The depth of Barclay's shaft is 27 feet from the adit, and 6 ft. from the collar, or framework. At this shaft we are carrying 5 ft. of the north part of the lode, but the main part of it is farther south, which we have not yet cut through. It is composed of sugary and fluor-spar, or a peach, &c., occasionally spotted with copper, and underlies about 3 1/2 feet in a fathom. At the spot where we have been cutting the surface, near this shaft, between the lead and the water-wheel, we have found some splendid shode stones of tin. Capt. Harris thinks they come from the back of the lode at Barclay's shaft; I saw the men raise them, and will send them up on Monday next. The level on the tin lode produces good stones of tin. We are busily engaged fixing machinery.

HINGTON DOWN CONSOLS.—The lode in the 55, west of Hitchin's shaft, produces very good stones of yellow and black copper ore. The lode in the 55 fm. level, east of Hitchin's, is large and ore throughout, but not rich. The stopes are just as last reported on.

HOLMBUSH.—We have got through the hard floor of ground in Hitchin's engine-shaft, and it is now in beautiful light blue kila, or clay-state. The ground in the 145 fm. level cross-cut, south of the above shaft, is also favourable; we are removing liles, rods, &c., to prepare for sinking the diagonal shaft below the 145; the 145 fm. level east will produce 1 1/2 ton of copper ore per fm.; the lode in the 145 west, is 12 in. wide, composed of mundle, spar, and stones of ore, letting down a pretty deal of water, which shows we are getting near the great cross-course; the stopes in the back of the level, east of the shaft, is holed to the winze below the 132. The lode in the 132 fm. level south is 5 ft. wide, composed of flookan, soft quartz, pryan, and stones of lead ore; the lode in the 132 fm. level, east of the diagonal shaft, will produce 1 ton of ore per fm., of good quality. The flap-jack lode, in the rise over the 120, is 4 ft. wide, producing 3 1/2 tons of copper ore per fm.—here we expect to make a communication to the 110 this month. The lode in the 110 fm. level east, will produce 12 tons of ore per fm. The lode in the 100 fm. level east, is 4 1/2 ft. wide, and will produce 3 tons of ore per fm.; we have for the present, removed the men to the winze lately suspended below the 100, to hole the 110 fm. level, which is now under it; the lode in the 100 fm. level, west of Wall's engine-shaft, is 3 1/2 ft. wide, composed of mundle, blende, spar, and stones of copper ore. The ground in the 132 fm. level, east of the diagonal shaft, is hard; the ground in the north cross-cut, at the same level, is very favourable kila. The tribute department is much the same as the whole.

KESWICK.—At Bradley, the 20 fm. level north, is worth 20 cwt. of ore per fm. Glynn's rise, in this level, is worth 18 cwt. per fathom; Kelly's drift, 10 cwt.; the stopes in the 30 fathom level north, 8 cwt.; the Salt sump-shaft, 12 cwt.; Graham's stopes, 10 cwt.; Gough's stopes, 20 cwt.; Irving's stopes, 15 cwt.; and Conlon's stopes, 15 cwt. of ore per fathom. The 27 fathom level, at Thornthwaite, is worth 25 cwt. of ore per fathom; the stopes in this level is worth 8 cwt., and the 37 fathom level 4 cwt. of ore per fm. The tribute pitch in the Barrow Mine is worth 15 cwt. of ore per fathom.

KIRKCUDBRIGHTSHIRE.—The lode in the 86 end, east of Gilpin's, is still improving, yielding now 1/2 ton per fathom. The lode in the 88 ends, east and west, and the 86 end west remains the same. In the 74 end west the lode is a good one, with a stream of water. After driving through a long piece of barren ground in this level we hope to have a productive lode again in this end. There is a little ore with a kindly lode in the 62 end west. The cross-cut is much the same.

LEWIS.—The north lode in the engine-shaft is of much the same character as when last reported. The south lode in the 80 fm. level, south from Tin shaft, is 10 in. wide, opening long price tribute ground; the north lode in this level, east from Tin shaft, is 18 in. wide, opening low price tribute ground. In the 70 fm. level, east from Prad's shaft, the lode is 18 in. wide, worth 24l. per fm. In the 70, east from Prad's shaft, the lode is 15 in. wide, worth 15l. per fm. In the 60, east from Prad's shaft, the lode is 10 in. wide, producing stones of tin. We are busily engaged in getting up the shaft, in order to get the steam whins to draw on Prad's shaft, when our samplings will very much increase. The prospects of the mine are very encouraging.

LISBURN.—The lode in the deep adit level, west from Taylor's shaft, is worth 1/2 ton per fm.; in the 44 fm. level, west it is kindly, and ore throughout; in the 30 west it is all to 4 ft. wide, 6 in. of which is saving work. The lode in the 30 fm. level, west from Vaughan's shaft, is ore, with a promising appearance. In

reported. In the 70 east the lode is 10 in. wide, composed of spar, soft killas, and spots of ore, but not of any value at present. In the 60, east of John Michael's shaft, the lode is 1 ft. wide, with good stones of ore, and looking more promising. John Michael's shaft, below the 60, is sinking in the country.

NORTH TAMAHA.—The engine-shaft is sinking with all speed by six men; and the ground is much improved during the last week for sinking; the lode is about 3 feet wide, producing a little lead; the water at present is quite under the command of the pump. The 28 fm. level is driving south by two men; the lode is 3 ft. wide, with a good branch of lead work.

NORTH WHEAL ROBERT.—In the 94 fathom level, driving west of Macdonald's engine-shaft, the lode is 4 feet wide, composed of flookan, spar, peach, with a great portion of muddle and spots of copper ore—a very kindly lode. The lode in the 30 level, west of Macdonald's shaft, is worth 10¢ per fm.; the lode in the same level east continues just the same as when last reported. The cross-cut south in the adit level is without alteration.

WHEAL COURT.—I have been over this mine to-day (Oct. 19) at surface; the shaft being not yet drained, I could see nothing below. There are two whims erected, shafts nearly ready for driving, and a house built and nearly covered. I waited on Mr. Randall (agent to the Earl of Dunraven); he has given consent for our water to run down his lordship's ground; also given us the two fields below and close adjoining our mine, on the same terms as Dr. Salmon; reserving the remainder of his lordship's land, until he sees how our work progresses. I have advised your agent to clear up some of the old workings to the west, where there is still 100 fms. untouched by the present company, and where the old men made large excavations; this he has promised to do immediately. There is nothing more that can be done just now, but push this work with vigour.

PETER TAY AND MARY TAY.—The lode in the 57 is 14 inches wide, composed of peach and muddle. The lode in the 43 west is 15 inches wide, composed of spar, peach, muddle, and spots of ore. The lode in the adit level, driving west of the wheel-pit lode, is 20 inches wide, composed of gossan, muddle, and spots of yellow ore—a very kindly lode at so shallow a depth. In driving this level we are getting much deeper as the hill rises.

POLGEAR AND LANCARROW.—The lode in the 25 fm. level, west of engine-shaft, is 1 ft. wide, producing a little tin. We shall commence at once to drive a cross-cut south to cut the blue lode. At Wheal Moyle, we broke up some of the lode from the bottom of the shaft, which we consider to be a fair sample; it produced 9 cwt. of tin per 100 sacks, worth 12¢ per fm.

PORKELLIS UNITED.—On Tymorgie lode, the south shaft is now sunk 9 fathoms under the 12 fm. level; it will take us all the month to sink it to the 24 fathom level. The tributary pitches in the back of the 34 fm. level are still looking well. The pitches on the north lode are turning out good tin work, and they are equal to last report. On Grown lode east, we are still stopping the bottom, to make it a water level from the cross-cut to the present end; the lode in the bottom is equal to any part of it we have yet seen; in the west, at the junction, we have a large and excellent lode, and a few fathoms further the north lode will also fall in with this lode, where we expect to have many thousands sacks of rich tin work. The stopes continue very productive. On No. 1 lode, our summer, in driving a cross-cut from the Grown lode, to unwater the new engine-shaft, have cut this lode 9 fms. east of where we first cut it; the lode in the bottom of 4 ft. wide, 3½ in. of which is very rich; this has laid open a large quantity of superior tributary ground to work at a low tribute. Our pitches on this lode continue very rich, with every prospect of lasting a considerable time. We hope in a few weeks to finish our engine-house, and to commence putting in engine.

PRAED CONSOLS.—We have sunk an engine-shaft 6½ fms. below adit, at which point we have just come in contact with the lode, the object of our sinking; the lode is 18 in. wide, worth 4s. per barrow of 22 gallons; this is a good lode indeed, considering the depth—in fact, it is a profitable one to the adventurers, after paying all costs of working and returning charges. The influx of water was very great on touching the lode—so much so, that it filled the shaft to the adit instantly, before we ascertained the size or quality, or any particulars of it. I then put the temporary machinery in the bottom of the shaft, and got the water to run through the lode, and took a fair sample of it, size 18 in. worth 4s. per barrow. The shaftmen are now engaged in cutting down the shaft from surface to the adit, which must be timbered close, and fitted for a standing engine-shaft. This being done, we shall resume sinking by virtue of crank attached to the horse-wheel, and larger pitwork by the side of the present small lift, so as to sink 10 fms. deeper, and get up a good quantity of tin for the market. I consider the position of the mine good, and our way pretty clear before us.

RIX HILL.—We have intersected the new south lode in the cross-cut in the 28; it produces a little tin; I have directed the men to drive a little east, then we shall rise towards the 17 fm. level; in the 28, west of pump-shaft, we have a lode about 6 in. wide, producing a little tin, but not enough to save; the 28, east of middle shaft, is poor. In the stope in the back of the 40 the branch continues, but seems more mixed with muddle than before; some specimens taken from the branch to-day I send you per mail to-morrow. Our tributary pitches in the 17 are not so productive as they were, but we have two more workings in the back of the 28, where some tin is being broken, so that I think the returns will not fall short.

ROBBINGTON.—We have an improvement in the deep adit level; the lode is 2 ft. wide, 10 in. of which is very congenial spar, with lead ore of good quality interspersed throughout; the ground is much easier for driving, and the ore part of the lode appears to be widening. We have an increase of water, and it is highly mineralized, being deep brown colour, showing a looseness ahead. The lode in the middle level, driving south, is 4 ft. wide, producing lead throughout which will yield 15 cwt. per fm. per moderate rate for driving; this end has a very promising appearance for lead ore, and opening ground that will set at a moderate tribute, and give good profit to the adventurers; as this end will give 40 fms. of back, an immense piece of ground can be laid open at a comparatively small cost. In order to prove this piece of ground, we have opened a trial pit from the surface, just over the present end (at middle level), where the lode is uniformly large, producing excellent work for lead ore; this is of importance, as it proves the ground to be profitable from surface down to the middle level (40 fms.). As soon as the deep adit reaches the point where the lead ore is gone down, it will be in a position to get in at a low tribute, and no time shall be lost in effecting this object. I hope to receive instructions to increase our number of hands, so as to soon lay open a great quantity of ground, which will increase our returns and profits. We have seven pitches working on tribute, at an average price of 6¢ per ton, and the men are earning good wages. We expect to send off for October about 10 tons of lead ore of good quality.

ROUND HILL MINE (WORTHEN, SALOP).—We are erecting a horse-whim in the old engine-shaft at Round Hill, for the purpose of discharging the stuff from the old workings on the east and west lode, so as to be in a position to better command the high ground, by way of setting more tributaries on; and, as soon as the whim is erected, we intend sending out a cross-cut east, for the purpose of cutting a north and south lode that has been cross-cut to. We are also busy engaged clearing the adit level from its mouth to the old engine-shaft, so as to admit of the water to pass off freely from the engine-shaft, and the old workings on the two lodes which have been wrought on—viz.: east and west, and north and south, both of which have been very productive for lead ore; and after this adit is cleared out, we intend driving on a branch that is bearing in a southerly direction from within a few fms. of the mouth of the adit level, at the foot of the Round Hill, for the purpose of cutting the lode that traverses through this hill from the Bat Holes and Sheffield Mines, which will give 5 fms. of back—all in unwrought ground.

SOUTH CARN BREA.—We are driving the shallow adit level, on the north lode, by six men, at 3¢ 10s. per fm., and have about 13 fms. to drive to the engine-shaft. The deep adit is now being driven at 7¢ 10s. per fm.; the engine-shaft is sinking by six men, at 15¢ per fm. The works are progressing with spirit.

SOUTH PLAIN WOOD.—Since the last general meeting we have driven the cross-cut south-west from Campin's lode, to intersect the caunter lode about 4 fms. 2 ft. at an average cost of about 8¢ 3s. per fm., which has brought us 25 fms. 2 ft. from Campin's lode, and about 5 fms. from Campin's lode; the ground is rather harder, present price 8¢ 10s. per fm. If the underlay of the caunter lode continues as seen at the surface, about 2 ft. 9 in. in a fm., we may expect to intersect it in driving about 2 fms. further. We have sunk Nicholson's engine-shaft about 2 fms. 1 ft. below the 20 fm. level, at an average cost of about 8¢ 10s. per fm.; the ground is rather more favourable for sinking, present price 8¢ 5s. per fm., and the lode here is about 4 feet wide, producing a little tin, but not enough to save; the 28, east of middle shaft, is poor. In the stope in the back of the 40 the branch continues, but seems more mixed with muddle than before; some specimens taken from the branch to-day I send you per mail to-morrow. Our tributary pitches in the 17 are not so productive as they were, but we have two more workings in the back of the 28, where some tin is being broken, so that I think the returns will not fall short.

SOUTH TOLGUS.—Yoursen's lode, in the rise in the 54 west, is yielding 2 tons per fm. The north lode, in the rise in the 42 west, is yielding ¼ ton per fm. Yoursen's lode, in the rise in the 42 west, is yielding ¼ ton per fm.; in the 42 west it is yielding 1 ton per fm. In the 32 west the lode is opening tributary ground. The south lode, in the rise in the 78 east, is turning out occasional stones of ore.

SOUTH WHEAL RUSSELL.—We are still sinking Rundle's shaft, of which there is not any alteration to report. The adit level is just the same as when last reported. The deep adit is now being driven at 7¢ 10s. per fm.; the engine-shaft is sinking by six men, at 15¢ per fm. The works are progressing with spirit.

SWANPOOL.—The engine-shaft is about 2 fms. below the 40 fm. level, and the lode is producing good stones of lead. In the 40 east we have cut a branch of good lead lode leading into the lode, and let all the water down from the whim shaft; west, in the same level, we have cut the south part of the lode, and got into it about 2 ft., and according to what I can see of the lode, it will produce 5 tons of good ore per fm.; if it continues as it is, I do not hesitate to say that we have the best mine in Cornwall, but by the end of next week I shall be able to tell you more about it. We have completed the pit at the 30 fm. level, and have put the men to clear out the remainder of the level west on the lode. We shall commence on Monday to clear up the whim shaft to the 40, which will enable us to ascertain what the lode is east as well as west; I am under the expectation that it will be as good, if not better, than at the west.

TAMAR.—In the 215 and the lode is 6 in. wide, occasionally producing good stones of ore. In the 203 and the lode is 18 in. wide, interspersed with ore, good stamps work. In the 190 fm. level, the lode is 1 ft. wide, 6 in. of which is very rich. In the 175 and the lode is 2 ft. wide, producing work of a coarse quality. In the 160 and the lode is 1 ft. wide, yielding work of a coarse quality. In the 140 and the lode is 1 ft. wide, yielding work of a coarse quality. In the 120 and the lode is 1 ft. wide, yielding work of a coarse quality. In the 100 and the lode is 1 ft. wide, yielding work of a coarse quality. In the 80 and the lode is 1 ft. wide, yielding work of a coarse quality. In the 60 and the lode is 1 ft. wide, yielding work of a coarse quality. In the 40 and the lode is 1 ft. wide, yielding work of a coarse quality. In the 20 and the lode is 1 ft. wide, yielding work of a coarse quality. In the 0 and the lode is 1 ft. wide, yielding work of a coarse quality.

TREAROCK.—The lode in the 23 fm. level east produces ore of good quality; about 10 tons of which are now at surface.

TREAROCK.—At North Trearock the engine-shaft is now down to the 130 fm. level; we shall now commence to drive west with all possible speed; the last taking down of the lode was 3½ ft. wide, worth 30¢ per fm. for copper. In the 130 east we have intersected the cross-course, and we shall now commence to drive south, to cut the lode east of same; in the 120 west below this level the lode is 4 ft. wide, worth 10¢ per fm.; in the 110 west of same level, the lode is 2½ ft. wide, worth 11¢ per fm.; in the 100 west of same level, the lode is 3 ft. wide, worth 12¢ per fm. In the 110 driving east of said shaft, the lode is 2 ft. wide, producing good stones of copper

ore; in the west end, same level, the lode is 3½ ft. wide, worth 26¢ per fm. In the 100 fm. level, driving east of Willoughby's shaft, the lode is 2 ft. wide, worth 6¢ per fm. for tin and copper; in Garland's shaft, sinking below this level, west of engine-shaft, the lode is 8½ ft. wide, worth 18¢ per fm. for copper. In Sims's mine, 12 fms. further west, the lode is 5 ft. wide, worth 24¢ per fm. for copper. Highburrow tin lode, the engine-shaft, is 5½ ft. wide, worth 25¢ per fm. The lode in the 183, east of said shaft, is worth 20¢ per fm. Martin's west shaft, being about 5 fms. below the 142, we shall resume sinking to communicate to the level below, which we expect to accomplish in about three months' time, when we hope to increase our returns of tin; the stopes in the back of the 142, east of said shaft, are worth 10¢ per fm. In the back of the 132 east, the stopes are worth 12¢ per fm. Chapple's lode, in the 162, west of engine-shaft, is 2½ ft. wide, worth 7¢ per fm. for tin. In the 120, west of Downright shaft, the lode is 3 ft. wide, worth 9¢ per fm. for tin and copper. The 110 west is worth 12¢ per fm.; in the 100 west below this level the lode is 2½ ft. wide, worth 14¢ per fm. In Dupkin's engine-shaft, the lode is 4 ft. wide—saying work for tin and copper. In the 110, west of said shaft, the lode is 3½ ft. wide, worth 10¢ per fm. for tin and copper; by extending this level about 6 fms. further, we shall come under the run of tin and ore ground gone down in the bottom of the 100. In the 100, east of Sinecock's shaft, the lode is 2 ft. wide—unproductive. In the 90, west of engine-shaft, driving on the south part, the lode is 2 ft. wide—saying work for copper. The lode in the 80 fm. level, driving west of Palmer's shaft, on East Pool lode, is 1½ ft. wide, producing stones of copper ore. We have also commenced driving a cross-cut south, to cut East Pool south lode. At Stainsby's, west of the shaft, we have resumed driving in the back of the 30 fm. level, hoping to meet with the run of ore near the boundary of East Wheel Croft.

TREGAROCK.—The engine-shaft is now down 4½ fms. below the 22 fm. level, in good mineralized ground; and, from its appearance, I think we shall have an improvement in the next level (the 32). In the 22 west the ground is hard and poor, mixed with spar, but at times producing good lead. In the east end the lode is worth 7 cwt. of ore per fm. Generally speaking, we have good tribute ground in this driving. We have four men stopping the back of the 22 east; the lode is worth ¼ of a ton per fm. I think by Christmas we shall have 30 tons of good silver-lead to the surface, and, I hope, the greatest part of it dressed, but should like to have 40 tons before we sell, which I calculate to have by the middle of January next. The engine is now drawing the ore on the incline tramroad to the place of dressing; we have a pile up in the slides, and in a week or fortnight we shall commence the dressing in good earnest.

TRELAWNY.—Trelawny's is sunk deep enough for the bearings and cistern, and the men are now cutting pit. In the 130 we have taken down the lode, which is 3 feet wide, with some ore, but not of much value at present. In the 107 there is no lode taken down. In the 92 north end the lode is 3 feet wide, and worth 11¢ per fathom; south end, 10¢ per fm. At the north mine, Smith's shaft is sunk 9 feet below the 78, and the ground continues favourable. In the 78 north end the lode is 3 ft. wide, and worth 9¢ per fm.; the south end is 1 foot wide, and worth 14¢ per fathom. In the 78 fm. level, north of Trehan, the lode is 2 ft. wide, and worth 17¢ per fm. In the rise in the back of the 68 the lode is 2 feet wide, and worth 7¢ per fathom. The lode in the 55 in the bottom of the 68 is 2 feet wide, worth 8¢ per fm., ground easy. There is no change in the stopes and pitches.

TRELEIGH CONSOLS.—In the 125, east and west of Garden's, the lode is still large, much the same as last reported. In the 113, west of Garden's, the lode is 2 ft. wide, composed of spar, capel, and a plenty of muddle, impregnated with good spots of ore. In the 100, west of Garden's, the lode is still very small and poor; in the same level, east of Christoe, the lode is 3 ft. wide, containing stones of ore. Our tribute department is much the same as last reported.

UNION TIN.—Oct. 15.—The engine works well; but having cut a great deal of water in the shaft this week, we have been able to sink but little. I expect in a few days we shall have drained the old workings, which are extensive, and contain plenty of water. These lodes will be more easily drained before we cut the lode than afterwards. We have beautiful ground in the shaft for tin, and shall be able to sink fast when the old men's workings are thoroughly drained. On the 20, 4 visits were made yesterday, and found the water considerably abated. The shaft sinking well, and everything going on comfortably. I have got a door-piece and wind-bore, therefore shall only have to provide a new working barrel. No doubt but we shall require two lifts, for a short time after the lode is cut, to drain it. As long as the ground continues as at present, there is no fear but we shall have a considerable quantity of tin.

UNITED MINES (TAVISTOCK).—The Rixhill lode increases in size, and improves as we drive westward; it is now more than 5 ft. wide; and as it underlies south about 20 inches in a fathom, and the main lode which underlies north is nearly close, these lodes must form a junction a little under the adit level; and in the 80 fm. level under the adit we expect that the lode to the south will have also fallen into these two; and here we may confidently expect to find the lode large and very productive; the 80 fm. end cannot be far from these lodes. In the eastern part of the mine there is an improvement on Toy's lode, which is 4 ft. wide, composed of muddle, peach, prlan, spar, and spots of copper ore. In the cross-cut north from the 80, the end is very wet; the ground has considerably changed; and we expect to cut the Ash main lode very shortly.

WEST BASSET.—We have this week an improvement in the rise in the back of the 65 fm. level, on the north lode; and in a new winze sinking under the 52 fathom level, on the caunter lode, the former is producing about 1½ tons of ore per fathom, and the latter opening ground that will work on a low tribute. We have 17 pitches working on tribute, varying from 3s. 6d. to 13s. 4d. in 17, and the men are getting wages of 1s. 6d. per week, and the mine is gradually improving.

WEST COGINAN.—The engine-shaft is now down under the 30 fm. level 9 fms. 5 ft. 3 in.—the men sunk last month 1 fm. 1 ft. 9 in., at 14¢ per fathom. The lode in the present bottom is 5 ft. wide, composed of clay-slate, with a mixture of jack, and spotted with lead ore; our intention is to sink 5 fms. 1 ft. deeper before commencing driving east and west on the course of the lode. The 30 fathom level cross-cut is extended south of the engine-shaft 39 fms. 4 ft. 6 in.; the ground has been favourable for driving the greater part of the way; at this time it is rather harder, and letting go more water, so that we have been obliged to advance the price for next month's driving from 4¢ to 5¢ 10s. per fathom—the men drove last month 3 fms. 5 ft. 6 in. The winze-shaft on the south lode is down 3 fms. under the 15 fm. level; the lode is 7 ft. wide, composed of killas, with a mixture of black-jack, muddle, some small branches of lead ore, more of the latter than we have seen since the commencement. The men have been prevented from sinking for the last fortnight, in consequence of the heavy floods of rain which have fallen; therefore we have been obliged to build a new whim, which will be in regular course of working about the middle of the week.

WESTON.—The breast in Cross's level is at present perfectly dry. The strong feed of water we have left on the south side, about three yards behind, which is considerably less than it was last week. The men are progressing a deal faster with driving than they have done since we commenced, and we hear them at work from No. 3 shaft to the ground, in a little higher, and not far from the surface; we have only 23 yards to sink No. 4 shaft, which is quite dry, and if the men continue sinking at the same rate, we shall reach Cross's level much sooner than I anticipated. The lode in the sink is at present without any ore; notwithstanding, I like its appearance much better, there being less barytes.

WEST POLGOOTH AND HEWAS UNITED.—The ground in the engine-shaft is not quite so favourable for sinking. The cross-outs driving towards the north lode are progressing favourably. We are opening out some good tin ground in driving the 14 fm. level west on the south lode. The north lode in the incline shaft is producing some good work, and of a very promising character. The tributaries are working with spirit, and raising a pretty deal of stuff. We are preparing to put more heads to the water stamps. On the whole, the prospects are satisfactory.

WEST UNITED HILLS.—The lode in the 35 fm. level east, on Wheal Fire lode, is much improved in size since my last communication, it is 6 ft. wide, the ground is good, and the lode is in a position to get in at a low tribute. The lode is 5 ft. wide, composed of spar, muddle, flookan, and copper ore. Campin's shaft is in hand, preparing for flat-rods and pitwork to sink on Burgan's lode below the present bottom, and this being done, we shall, in my firm opinion, soon come upon a course of copper. In conclusion, I beg to remark we cannot push this part of the mine with too much spirit. I examined every part narrowly to-day (Oct. 19) and I feel confirmed in my opinion that the adventurers will soon see great success and prosperity, in return for their heavy outlay and patience.

WEST WHEAL FANNY.—We have met with the lode in the adit, and have cut into it about 6 feet, and as yet there is no footwall—its composition being of similar characteristics as when last in the Trial shaft—viz., gossan of the finest description, quartz of good quality, muddle of the right sort, and altogether its character is more cheering than even we were led to expect.

WEST WHEAL RUSSELL.—We have for the last week suspended sinking Richard's engine-shaft, as we are putting in angle-bob and dropping lift, &c. We have taken down the lode in the shaft since my last report, and find it 2 feet wide, producing some good work. We are still driving south in the 60 on the cross-course, but have not, as yet, cut any lode. We have still strings of ore in the cross-course. We are still driving the 60 west, and have a good lode, worth nearly 3 tons of ore per fm. There is nothing new in the 37 fm. level. Bayley's shaft has been sunk since my last, and we suppose we have again cut the north wall of the lode, and broke into it a short distance—it has produced some good stones of ore. The water has increased so much, that we have had to raise the water lift, and we have determined to drop a plunger lift, which we are now preparing to do. The lode in the adit level is rather improved since my last, having more ore in it. We intend to sample about 20 tons of ore to-morrow week (Oct. 29).

WHEAL ADAMS.—I beg to inform you that since my last report the 85 south has much improved, and is now looking better than ever I saw it. The end, however, is suspended, and the men are rising up to meet the winze coming down from the 73; so near are the two communicated, that we can hear talking through the ground standing between. The ore part of the lode is standing by the side, which cannot be taken down before one place is holed to the other. In the cross-cut, at the north mine, we have intersected and cut through the lode, which is composed of soft and friable quartz, crystal, and muddle of the right sort, with spots of lead disseminated throughout; the lode is about 3 feet wide, with two well-defined walls, and a more regular one cannot exist in the earth, although it is not rich enough to value; but the improvement in the level above is very manifest in every respect.

WHEAL ANNA CONSOLS.—We are driving the cross-cut north in the 19 fathom level, to cut the north lode, which appears to be in favourable ground, and from the fact that the old timers have worked the lode from surface as deep as they could possibly go, we expect something good when we reach it. We have about 30 fathoms to drive before we reach that which appears to be the main north lode. The two lodes on which we have been driving have united eastward, and some fathoms below we have intersected the cross-course, and we shall now commence to drive south, to cut the lode east of same; in the 120 west below this level the lode is 4 ft. wide, worth 10¢ per fm.; in the 110 west of same level, the lode is 2½ ft. wide, worth 11¢ per fm.; in the 100 west of same level, the lode is 3 ft. wide, worth 12¢ per fm. In the 110 driving east of said shaft, the lode is 2 ft. wide, producing good stones of copper

ore; in the west end, same level, the lode is 3½ ft. wide, worth 26¢ per fm. In the 100 fm. level, driving east of Willoughby's shaft, the lode is 2 ft. wide, worth 6¢ per fm. for tin and copper; in Garland's shaft, sinking below this level, west of engine-shaft, the lode is 8½ ft. wide, worth 18¢ per fm. for copper. In Sims's mine, 12 fms. further west, the lode is 5 ft. wide, worth 24¢ per fm. for copper. Highburrow tin lode, the engine-shaft, is 5½ ft. wide, worth 25¢ per fm. The lode in the 183, east of said shaft, is worth 20¢ per fm. Martin's west shaft, being about 5 fms. below the 142, we shall resume sinking to communicate to the level below, which we expect to accomplish in about three months' time, when we hope to increase our returns of tin; the stopes in the back of the 142, east of said shaft, are worth 10¢ per fm. In the back of the 132 east, the stopes are worth 12¢ per fm. Chapple's lode, in the 162, west of engine-shaft, is 2½ ft. wide, worth 7¢ per fm. for tin. In the 120, west of Downright shaft, the lode is 3 ft. wide, worth 9¢ per fm. for tin and copper. The 110 west is worth 12¢ per fm.; in the 100 west below this level the lode is 2½ ft. wide, worth 14¢ per fm. In Dupkin's engine-shaft, the lode is 4 ft. wide—saying work for tin and copper. In the 110, west of said shaft, the lode is 3½ ft. wide, worth 10¢ per fm. for tin and copper; by extending this level about 6 fms. further, we shall come under the run of tin and ore ground gone down in the bottom of the 100. In the 100, east of Sinecock's shaft, the lode is 2 ft. wide—unproductive. In the 90, west of engine-shaft, driving on the south part, the lode is 2 ft. wide—saying work for copper. The lode in the 80 fm. level, driving west of Palmer's shaft, on East Pool lode, is 1½ ft. wide, producing stones of copper ore. We have also commenced driving a cross-cut south, to cut East Pool south lode. At Stainsby's, west of the shaft, we have resumed driving in the back of the 30 fm. level, hoping to meet with the run of ore near the boundary of East Wheel Croft.

WHEAL BAZELY.—The trial shaft is down 5 fms., the ground still continuing good for sinking. The lode produces large slabs of flookan, gossan, and prlan; the latter, I think, the most promising I ever saw. I am also pleased to find such fine branches, which are commonly called droppers, at the shaft, which are always regarded as feeders to the lode to which they belong. The branch, or lode, at the shaft, about 20 inches wide, we have opened 70 fms. east, about 7 fms. from our champion lode; it is about 2 ft. wide, looking well, with the usual characteristics of a rich lode.

WHEAL CATHERINE.—Since last report we have cut ground for bearings, fixed the cistern, and fixed a winze in the shaft, and refixed the large lift—we shall commence sinking by Saturday next. The lode driving east from the bottom of the old shaft is 18 to 20 in. wide, composed of good stones of lead, spar, and muddle. I broke some very good stones of lead from the eastern end to-day. The carpenters have nearly completed the whim.

WHEAL CREBOR.—The south lode in the 12 is just as last reported; the same may be said of the north lode. In the 24, in our cross-cut driving north, we have a large branch, carrying good spots of ore. We intend in a few days to drive south, to cut the lodes that are producing the ore in the 12 fathom level. We shall commence cutting through the lodes in the 34 some time next week.

WHEAL ELIZABETH.—We have about 4½ fms. of ground between the rise and the sinking of the new shaft, but there is so much water streaming down through the borer hole in the centre of the rise that the men cannot do any more towards rising. I have put these men to cut the shaft pit while the shaftmen are sinking this 4½ fms. to 2 ft. I have erected a new whim on this shaft, so that we shall be in readiness to draw the stuff when the shaft is completed.

WHEAL EXMOUTH.—We have now 90 tons of ore dressed, and everything is looking well. The dressing floors are enlarged, and will enable us to increase our returns. All the other operations are going on as usual.

WHEAL FANNY.—Since my last I have removed the men from the 34 fm. level driving north to sink a winze in the bottom of the old level on the caunter lode, where we have cut some samples of lead, but the water will not allow us to proceed far with a hand pump. The sinking of the old engine-shaft is progressing, and I only wish we were down another lift to drive under this winze, where I believe we shall be very likely to have a course of lead. At Hitchens's shaft we have driven on the course of the lode in the 12 fm. level 5 fms.; the lode is just the same in character as last reported, a better one, except a course of ore, I have never seen.

WHEAL FOREST.—The new engine-shaft is suspended, in consequence of an increase of water. The lode in the adit end east is 15 in. wide, chiefly spar.

WHEAL GREENVILLE.—Taylor's whim-shaft is holed to the 23; the lode in the shaft and the 25 end is 4 ft. wide, producing occasional stones of good ore. Other places without alteration since last report.

WHEAL HAMLYN.—The end going south does not appear to get harder; therefore I am in hopes it will continue until we meet with the two south lodes.

WHEAL HARRIETT.—In the 50 fm. level we have cut some branches of ore, and have set 1 fm. to prove the width of the lode. The lode in the 40 is 1 ft. wide, yielding stones of copper ore. In driving the 30 fm. level east, from the quantity of water issuing out of the lode, we think it likely that this level will soon be communicated with the 30 fm. level, driven west from Bates's shaft. As soon as this level is holed, we purpose sinking a winze below the 30 fm. level in the bunch of ore driven through about three months since, which we think will yield 3 tons to a fm. The stopes below the 40 will yield 4 tons per fm. We expect to cut the new north lode before next setting-day. I would here remark that, when the 30 is holed to Bates's, we anticipate setting some tributaries to work, as when the mine was last abandoned, the principal raising of ore was from this part of the mine, and we are informed that we shall find a promising end in the 30, left off by the former company.

WHEAL JANE (ALTARNUN).—We have during the past week been eastening on the middle tin lode, which is opened in the backs for the extent of 150 fms. from the eastern boundary of the sett. We are eastening on the north tin lode, and on the Alveney tin lode. The appearances of these lodes are of an encouraging character. It is clear and the 90, but have not yet intersected any lode; we have still strings of ore in the cross-course. We are also still driving the 37 on the cross-course, and also to commence an adit from the eastern boundary to drive west on the course of the North Alveney tin lode.

WHEAL LANGFORD.—Since my last report, we have risen 2 fms. in the back of the 20 fm. level, but in consequence of the air being so bad we are obliged to stop, and have commenced a winze from the 10 fm. level, to communicate with the rise in the back of the 20, by doing which we shall ventilate the 20, and, as I named in my last, we anticipate we shall lay open some productive ground. The copper lode at present in the winze is about 4 ft. wide, all good stamps work. From the stopes in the 20, at the eastern point of the horse, we have broken during the past week two bags of silver ore, of rich quality; also seven bags of good quality. Langford shaft is cleared and secured 6 fms. from adit. We are progressing with the dressing of copper and silver ore, and hope to have two parcels of silver ore prepared for market by another week.

WHEAL MARY ANN CONSOLS (LYDFORD).—We took down the lode yesterday in the winze below the adit level at Mary Ann; it is about 15 to 18 in. wide, and of a kindly appearance. The ground in the engine-shaft continues favourable for sinking, and the lode contains particles of lead, and is much more sparry than it has hitherto been. I hope soon to be able to state that a permanent improvement has taken place. The wall of the lode is quite smooth, and the underlay from 2 to 2½ ft. in a fathom.

WHEAL ROBERT.—I have nothing of any importance to forward this week; we have some very fine stones of copper ore on our middle lode, looking just the same as last reported. Our surface work is getting on with every satisfaction, as the weather proves delightful for carrying out our operations.

WHEAL ROBINS.—The shaft is now cleared to the 40. We have to put in bed plank, and divide the shaft from the 30 to the 40, and remove the penthouse to the 40, and then be ready to go deeper. Watson's lode in the 30 west is looking better than we have ever before seen it in either levels; we have now a leader of copper ore from 8 to 12 in. wide, very good; I hope this may continue. We have also a small but good branch of ore over this in the 20, where the two men are working on tribute, so it is very likely that this ground is ore from one level to the other; if so, a little sampling of copper ore is not far distant. At any rate, the regularity with which this lode is going down, and what has produced, and is still producing, is sufficient to make us a little sanguine as to ultimate results.

WHEAL RUSSELL.—We have taken down the lode in Richard's engine-shaft, and find it 2 ft. wide, producing some good work. We are putting in angle-bob and dropping lift, and which, for the time, suspends the sinking of engine-shaft. We are still driving south in the 60 on the cross-course, but have not, as yet, cut any lode. We have still strings of ore in the cross-course. We are also still driving the 37 on the cross-course, and also to commence an adit from the eastern boundary to drive west on the course of the North Alveney tin lode.

WHEAL SAMSON.—We have not commenced driving on the newly-discovered north and south lodes, in consequence of finding that the bottom part of the lode has been washed away, rendering it necessary to select some other position to drive in from. We are still cross-cutting at the base of the cliff, to get into settled ground, where we expect to intersect the lode shortly.

WHEAL SARAIL.—Both north and south lodes keep the same character as reported on the 7th inst. The ground on the north lode is soft killas, producing spar and yellow copper ore. The south lode is 6 ft. wide, spar, and muddle, spotted with yellow and grey copper ore.

WHEAL SURPRISE.—We have cut the south wall of the middle lode on the south side of the shaft about 20 fathoms deep; it is 12 ft. wide, composed of muddle, spar, peach, flookan, and gossan—I think it probable that it will be productive of good results in further development. I expect in a fortnight we shall be down to the intended point to drive south towards the great gossan lode.

WHEAL VICTORIA.—During the past week the shaftmen have sunk 5 ft., making altogether 22 fms. 2 ft. below the adit.

WHEAL WILLIAMS.—In the middle lode shaft from 3 to 4 ft. has been sunk, and the ground is favourable for sinking, but, by means of an increase of water, it impedes our progress. At the north lode engine-shaft, from 4 to 5 ft. has been sunk, the lode in which continues much the same

ance, but at present it is small and unproductive, however, not at all unpromising; the stratum also is quite congenial; and should we meet or intersect a branch (let it be ever so small), it will, doubtless, considerably improve the lode.

COLORADO.—In this mine we have nothing new. In the mine now being sunk below the 20 ft. level the lode is 15 in. wide, and although not so rich as we could wish, yet it is composed of similar ingredients as that of the Salvador, just above the rich Alencas, which in the last six months has given such enormous profits. On the north or Salvador lode we are also sinking with all possible dispatch, so as to get to the depth of that (Salvador) mine, where we expect also to realise large returns; in this mine the lode is from 6 to 9 in. wide, and of a most promising character indeed. This mineral or mining district is becoming daily more important, and should the mines go on improving for the next year in the same ratio as in the past, and of which there is every probability, it will eclipse Chancarrillo, and become second to none in the silver mining world.

The mines of Solitaria and Margarita are without alteration.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

BANANAL, Sept. 1.—Gongoo Soco. On my last visit to this place I had a thorough examination of the plans and sections, in order to ascertain how far they agreed with passing reports of the great probability of the vein in which the shoot of gold existed being missed at the western part of the mine, and in so doing I was forcibly struck at the apparent non-existence of Duval's shoot below the 21 ft. level. If the plans and sections contain the correct measurement and angles, and all the workings that have been made are shown thereon, I have no hesitation in saying that there is a very great chance of the shoot being entirely lost sight of, and still remaining unworked below that level, but as I have already said, before I decide on what steps shall be taken to prove this, I shall ask the favour of Mr. Keogh allowing Captain Treloar to come over to Gongoo immediately on my arrival there to give me the information he is in possession of relative to this mine, without which perhaps it would be premature in adopting any definite course; an addition to the plans having been made by him is another reason for seeking his knowledge respecting the various underground workings. At the western part of the mine I have ordered a level to be driven westward under the peak towards the spot referred to in the first part of this, and where, according to the plan, the shoot ought to exist; the ground is very favourable for driving, and the exploration can be conducted at a trifling expense. The produce this month is not quite so good as last, owing in part to a falling off of the water, which has prevented us stamping so much as the last month by 1460 tons. The produce at Walker's also failed, and this may be attributed in part to the old excavations having collapsed, from whence we were taking some of our best stuff.

BANANAL.—Nothing has taken place here to improve or brighten our prospects, and have in consequence abandoned all operations, agreeable to instructions of 8th July. The Maria workings continue poor, and that part I alluded to in my last has given a very slight produce, having yielded only 14 dwts. from 94 tons of stone, or 3-6 grains per ton. The gold accounts for the past month show that the formation does not improve, or present the least encouragement for further explorations. At Morro das Almas the vein continues kindly, but nothing more; winzes have been sunk, and a level 7 fms. below has been driven on the course of it, but a few particles only have been obtained from a crumb of stuff. The clearing out of the stamps covers at the Maria workings have produced 6 ozs. 9 dwts., and a little more may be expected therefrom next month, not having sufficient time to wash the whole in this.

OURA FRESA.—When the bottom of this old working was reached, instead of being in jactations, as reported, I found it in a body of casahuate and large masses of jactations, evidently washed there from the formation existing in the ground above; it continues to a great depth, and produces some rough particles of gold, but not in sufficient quantities to make it remunerative. I have commenced carrying our stores and other necessary things to Gongoo, and hope to date my next despatch from that place.

Gold report from the 1st to 27th August—Gongoo, 9 lbs. 1 oz. 7 dwts.; Bananal, 1 lb. 3 ozs. 18 dwts.=10 lbs. 5 ozs. 5 dwts.

NATIONAL BRAZILIAN MINING ASSOCIATION.

COCOS, Aug. 31.—We have been employed in opening and securing the level east of Irving's cross-cut, which has caused us some heavy work to get in the timber; but I hope, when we commence opening a new slope in the south level out of Irving's, we shall be rewarded for all the trouble and expense we have gone to. We have taken samples from the cross-cut east, which are very good. At Culaba, our proceedings in the shallow adit are still of an encouraging nature. On the 26th, Capt. Guy inspected the end, and pronounced it the most kindly he had seen at Culaba since his engagement under the company eight years ago. The whole length driven is 9 fms. The first 7 fms. being through a hard white quartz and capel, were discouraging and expensive; but the favourable change the lode has taken in appearance, leads to the anticipation of something better in progressing onwards until the ground is much easier worked. Produce for the month—Mks. 3 2 5 9.

LINEARES MINING COMPANY.

Peso Ancho, Oct. 7.—In cutting the pit in the 63, west of San Tomas's engine-shaft, the lode has much improved in the past week—it now being worth 3 tons of ore in a fathom; the ground is also better, consequently shall complete the pit sooner than anticipated. There is no change in the cross-cut north and east of San Antonio, not having yet reached the north wall. The 55 end, west of Buena Ventura, is worth 2 tons of ore in a fathom—ground hard. There is a further improvement in the 55, east of Shaw's shaft—being now worth 1 ton of ore in a fathom. The slopes west of Las Nieves are worth 3 tons of ore in a fathom; ground moderate. The 45 end, east of La Esperanza, is worth 2 tons of ore in a fathom. The 35 end, west of the 45, east of Shaw's, is worth 1½ tons of ore in a fathom—ground moderate. The 45 end, west of San Juan, the ground is good and the lode large, with stones of ore, not to value. We hope in the coming week to complete the sinking of San Juan shaft to the 55, when we shall commence driving to communicate with the cross-cut north in the 55—the ground being still hard. At Thorne's shaft, in the 31 ft. level, the pit is completed, and the men are now stripping down to the horse standing against the lode south of the shaft, and hope in about a week to commence driving east; the lode is worth 2½ tons of ore in a fathom. The other set of men have nearly finished taking down the horse between the pit and the level, when we are cutting the pit; and then to stop the bottom west of the pit; the lode is worth 3 tons of ore in a fathom. The 20, west of Thorne's, is worth 2 tons of ore in a fathom. In the 31, east of La Esperanza, on the north branch, is worth 2½ tons of ore in a fathom, and the ground good. In the 31, west of San Juan shaft, the lode is large, with stones of ore—not to value; the ground is moderate. The end on the north branch, west of San Juan, is worth ½ ton of ore in a fathom. The cutting down of Field's shaft is going on with all possible dispatch; but not yet having reached the bottom of the old men's work, there is no change to notice. At Warner's shaft, we are cutting the pit; and shall commence sinking as soon as possible. The shaft on the north lode is worth ½ ton of ore in a fathom. Ore weighed in, 54 tons 11 cwt.; total in stock, 383 tons 12 cwt. Pig-lead smelted, 36 tons 18 dwts.; total in stock, 743 tons 10 cwt.

ST. JOHN DEL REY MINES.

Produce for July, 31,685 dwts., equal to 304-3 lbs. troy, being 30,481 dwts., from 7232 tons of ore, yielding 4-2 dwts. per ton, and 1204 from arrastres. £ 6,754 19 0
Cost for July, Rs. 60,005 176, at 26½ d. £ 6,754 19 0
Produce 31,685 dwts. £ 4,783 15 4
Less duty, 5 per cent. 1,584 dwts.=30,101 at 7s. 8d. 11,538 14 4
Profits £ 4,783 15 4

The stamps working during the month average 117-72 heads, which I have no doubt will prove very satisfactory to the board, and I think it not too much to anticipate a reduction of 10 or 12 cwt. of rebs in the cost of the current month. In my last I stated that the lode in Bahu samp-shaft was 30 feet wide, and that it had become a subject of serious consideration—1st. Whether it was likely to continue as good till it reached the west caochiera; and 2d. Whether, in that case, it would be advisable to stop away the lode all through from the Bahu to the caochiera, thus throwing the two mines into one. Since then, however, matters here are assuming a different aspect; the lode is becoming poorer; the north side of the sump will apparently be shortly altogether in kills, and though Capt. Treloar thinks it will be right to continue sinking east until he reach the caochiera, he is no longer sanguine as to the feasibility of throwing the two mines into one. At the eastern end of the east caochiera, the lode which had narrowed to 3 ft. has again opened to 7 ft., and of excellent quality. The separate stampings we have been making have been about 1 ton of ore from this locality, have yielded an average standard of 4-20 dwts. I regret to confirm my report of the insufficiency of our supply of water. At the head of the Crystanes Raza it has already sank an inch within the last eight or ten days, while at the Routh arrastres we keep only four circles moving by day and five by night, and it is to be feared that matters will gradually get worse and worse till the end of Oct.

Aug. 18.—Gold extracted to date, 9259 dwts., from 572-44 cubic feet of sand, result of 16 days' stamping, yielding 16-17 dwts. per cubic foot. Stamps working ten days, average 118-8 heads. The supply of stone from the mine continues abundant, and of fair quality. The lode at the bunch, which has been very poor, begins to improve.

Aug. 31.—Gold extracted to date, 17,576 dwts., from 1086-14 cubic feet of sand, result of 19 days' stamping, yielding 16-18 dwts. per cubic foot. Stamps working 19 days, average 118-8 heads. The supply of stone from the mine continues abundant, and of fair quality. The lode at the bunch, which has been very poor, begins to improve.

The Mariquita Mining Company has, by the *Orinoco* packet, received despatches, of which the following is an abstract:—

| MARIMATO MINES FOR THE MONTH OF JULY. | | | | Tons | 1449 |
|--|------|----|------|-------------------------------|--------------|
| Ores raised..... | | | | | 1670 |
| Rough ore remaining, still stuff, and remains stamped..... | | | | | 89 |
| Average number of stamp heads at work..... | | | | | 89 |
| Daily average per stamp head..... | | | | Cuets. | 12½ |
| Fine gold obtained per ton of ore stamped..... | | | | Duets. | 7 11 |
| Obtained from the stamping mills..... | | | | | |
| In fine gold..... | Lbs. | 51 | 9 7 | In fine silver..... | Lbs. 29 3 12 |
| On tribute and purchased..... | | 22 | 2 0 | On tribute and purchased..... | 20 3 13 |
| Total..... | | 73 | 11 7 | Total..... | 39 7 5 |
| Returns..... | | | | \$22,584 | 0 25 |
| Cost..... | | | | 18,170 | 2 50 |
| Showing profit..... | | | | | |

Remittance received by the *Orinoco* packet—
Fine gold.....Lbs. 73 11 7
Fine silver.....Lbs. 39 7 5

The following is an extract from a letter from the Marimato superintendent, dated Sept. 6:—"I am happy to say that I can write with increased confidence on the value of the last lodes discovered. Since my last of the 17th ult., every day has contributed to the raising of our hopes that the new discoveries would prove a most important feature in this mine. The mineral is very rich, and the lodes are of good width. It will take some months yet before we can speak with confidence of their durability; in the meantime, you may consider that the prospects are good."

| SANTA ANA MINES FOR THE MONTH OF JULY. | | Tons |
|--|-------|------|
| Rough ores raised..... | | 336 |
| Mine produce for amalgamation—viz. : Dressed ore | 20 | |
| Dry stamped ore | 43-63 | |
| Rough ores stamped | 187 | |
| Average number of stamp heads at work | 16 | |
| Ores weighed for amalgamation in July | 51 | |
| | | Tons |

The returns for this month have fallen short from the want of water to reduce the ore. Only three amalgamation barrels had been at work (and that only partially) out of six: 187 tons had been stamped out of 336 tons raised. At the last date (Sept. 8) the drought had ceased, and the reduction machinery was all in motion again.

Letters from San Juan del Norte mention the discovery of some extensive beds of coal, said to be anthracite, and of good quality. One of these, in the River Lempa, in San Salvador, is stated to promise exceedingly well. Samples have been sent, and a company organised for the purpose of opening the mine, and scientific surveys were already on the ground. It is stated that there had also been gold discoveries not far distant from San Juan del Norte.

STOCK EXCHANGE REPORT OF MINING SHARES.

During the course of this week considerable business has been done in dividend-paying, as well as other acknowledged mines, at fair and steady prices.

LEAS MINES.—In this department, however, business has been extremely limited, owing, no doubt, to the absence of reports from the mines, as well as from the offices of the different companies, which has become a source of increasing complaint and disappointment to the shareholders, as well as to the public generally. Expectation had been held out that official reports were about to be made, but as yet none have been promulgated; and the consequence is that scarcely any transactions have taken place in the Glenaulin and Carvilleen, or the Connemara Mining Companies. The former shares are still quoted at ¼, and the latter at ¼ to ½ prem.

KENMARE MINES.—The whole of the reserve shares have been allotted amongst the original shareholders in proportion to their actual holding, and have all been taken up. Some few shares of this issue have appeared in the markets at about ¼ to ½ prem. A new Irish mine, denominated the Cinnadough, has been recently brought out in 17 shares, on which the pay day is fixed for Tuesday, the 26th inst. The letters of allotment have been sent in outside pretty considerably at a bonus.

MINING NOTABILLIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

EAST WHEAL GEORGE.—But little ore is being raised here—the surface works and new wheel having been the main features, as well as the stamps, which latter is expected to go to work in the course of three weeks, when active operations underground will be resumed, with every prospect of successful returns, the operations being retarded from want of surface power. There is a pretty parcel of halvans, which will yield, I should say, good returns, some of which might go to the bucking-house, but from cost of selecting.

NORTH WHEAL ROBERT. There is a great improvement here, and they are at present raising some excellent work for copper.

WHEAL FRANCO.—The mine looks poor, and I understand there is a something amiss, which you may know more of in London than we do here.

NORTH BRITAIN BURRA BURRA COPPER MINING COMPANY.—Although the recent important discoveries of the precious metal in Australia and California seem to attract considerable interest in various parts of the world, capitalists and others are anxiously seeking for profitable returns from these transmarine investments, which so much absorb public attention, we are glad to find that mining enterprise is not wholly confined to the various gold schemes lately introduced, England and Wales having largely supplied the demand for ruder metals, although not to the extent required, which has stimulated the lords, both of Ireland and Scotland, to give encouragement to native industry, for the development of the mineral resources which hitherto have been neglected and unheeded, among which we find a company recently started, in the parish of Anwrth, Kireudright, Scotland, under the denomination of the above title. From the similarity of the rich copper ore, now being extracted from an enormous lode, averaging 30 ft. wide, about 40 tons of which have been taken from a depth of only 15 ft., which is now lying on the floors; and from all appearances, it is more than probable that this mine will, ere long, take a position, and prove that Scotland can produce equally as rich copper ore as any part of the world. Samples of the ore have been assayed by Mr. J. Mitchell, which gives a produce of 17 to 19 per cent. of fine copper ore. We earnestly invite the inspection of mineralogists and agents to this important discovery.

MINING IN IRELAND.

[FROM OUR OWN CORRESPONDENT AT SKIBBEREEN.]

The MINE HEAD MINE is about being vigorously worked by a London company; a great many shares however, will be held by gentlemen residing in the neighbourhood. There are strong yellow ore lodes, and the prospects are good.

BOLTON MINE.—Very little doing.

DIURIDE MINE.—Very little doing for some time past, and the ore that was dressed has to be dressed again, to make it saleable. Mr. John Cash is at the mine, waiting the arrival of Mr. St. Pierre Foley, who it appears, is to make a final report on the mine, and decide whether it is "to be" or "not to be."

BROW HEAD.—The lode is large, and contains ore of good quality. Preparations are being made for working the mine on an extensive scale.

BOULALOUGH, KILBARRY, &c. are as yet in an incipient state, but it is reported that a steam-engine is to be forthwith erected at Boulalough.

CROOKHAVEN.—The steam-engine and crusher is actively at work. There is a large quantity of stuff at the surface, and also underground, and it appears that no shipment will be made until a sufficient quantity of ore has been dressed to fill a large ship, which will probably be about October.

EAST CROOKHAVEN and WEST CROOKHAVEN are soon to be worked, as separate mines.

LYNCOM.—But little doing.

GUNPOINT.—In its infancy; a few days since an interesting discovery was made of the horns of a deer imbedded in the slate rock.

COOSKEEN.—Preparations are being made for working with spirit. Some rich ore is being raised. **BALLYDEW.**—To be worked on a large scale.

ROARING WATER.—Operations commenced, and to be carried out with spirit.

GLENNAULIN and CARVILLEEN.—Dressing operations have commenced.

KILKENN promises to do well.

INCUMBERED ESTATES COURT, IRELAND.—The commissioner of this court will resume business on the 2nd proximo. A very large amount of property is announced for sale during the month of November, and the ensuing month. With such a large amount of capital unemployed, English capitalists and other cannot do better than direct attention to the very valuable estates about being sold under this court, many of them presenting most favourable indications of mineral wealth. One reason, hitherto, why so little capital has found its way into Ireland from this country, we believe to be attributable to the difficulty which existed in obtaining authentic information respecting the numerous properties for sale. We are happy to find, from an advertisement in our columns to-day, that the eminent and long-established firm of Messrs. Stewart, Pim, Kincaid, and Co., of 6, Leinster-street, Dublin, have entered into partnership with Mr. George Preston White, of Adam-street, Adelphi, a gentleman intimately acquainted with Ireland. This arrangement will prove of great benefit to persons contemplating investing money in Ireland; and we believe it is the intention of the firm, that Mr. White should constantly visit the estates to be sold, in order to be able to give authentic information respecting Irish property from personal examination.

In these days of gigantic commercial enterprise, and adventurous scheming, when companies are concocted, matured, put upon the market, and wound up in the course of a few months, the attention of the public is not much diverted from its general course by the appearance of any particular new undertaking; in fact, more surprise would be evinced were the contrary the case. Amid these same new companies, mines have more than usually attracted notice, both for investment and speculation. In many instances, these schemes have proved abortive, and in some few cases they have more than realised the most sanguine expectations of their supporters. Of the latter category, we think we may safely predict the "Red Dragon Silver Lead Mine," which, from the prospects, appears to hold out advantages of an undeniable character for those who are seeking safe and advantageous investments for their money. The characteristics of the mine are such as generally ensure a speedy and unprecedented return for the money invested. Upon reviewing the names of the direction and promoters, and regarding the small capital required for carrying out the undertaking, it appears that sufficient guarantee is offered that it is no ephemeral scheme, but a bona fide undertaking, capable of supporting the opinions of disinterested and practical parties, who have already passed the most favourable opinion on it. The mine is situated in Merionethshire, and the portion already developed has more than satisfied the most ardent wishes of those concerned. Certainly, we may add, that very few of the lately proposed schemes have been ushered in with such prospects of success.

Ten shares in the Rocks and Treverbyn Mines were sold on Friday, the 15th instant, at Dunn's Hotel, St. Austell, by public auction, at 11.7s. per share.

The shares in Wheal Atley were allotted yesterday, and we expect will be well paid up, as from the recent rich discovery of copper in the Boscarnie Mine, which adjoins the Wheal Atley, and runs through the centre of the set, the value of the property is greatly enhanced.

From Valparaiso, we learn that the news from the mining districts was highly flattering. The exportation of silver from Copiapo during July had ascended to 43,900 marks, and during the first six months of the year to 166,647 marks; total for seven months, 204,546 marks, not including about 150,000 marks of silver ore.

The prospectuses of several new companies, published in our Journal to-day, appear to present more than the usual elements of successful adventures, and, as such, are worthy attentive perusal.

ACCIDENTS.

Roughton Mine, Caldbeck Fells.—John Morcom, brother to Capt. Morcom, who had the care of the hydraulic engine, was killed by a balance belt striking him on the head, which led to his coming in contact with it, it is not known, as he had no apparent work near it. He is supposed to have lain dead two hours before he was found.

Towadack.—As Mr. William Newton, of Porthmeor, was in the act of freeing a kibble in a shaft at Wheal Bussow, he fell about 4 fms., and was severely injured.

West Wheal Alfred.—As Henry Lobb was engaged at the 30 ft. level, stuffing a box, to make an air-tight collar (one of the agents being with him at the time), the engine was moved by his directions, when some water escaped from the box, and extinguished the lights. Lobb, in endeavouring to avoid the water, is supposed to have leant forward, and, losing his balance, fell headlong into the shaft. He was found in a collar, 12 fms. beneath, quite dead.

REVOLUTION IN THE RAILWAY SYSTEM.—A correspondent informs us that he has devised a method of constructing new or modifying present railways, by which getting off the huge and unmanageable, collision completely prevented or neutralised, want of control from the slippery state of the rails when wet, entirely obviated, and a level line no longer absolutely necessary. We shall gladly lay the details before our readers for their information.

BOSTON AND MIDLAND RAILWAY.—The Marquis of Bristol, through whose land this line proceeds for above seven miles, has given in his adhesion to the project, which is now supported by every landowner from end to end. The land will be disposed of to the company at agricultural value. No expensive bridges or other works will be required; and there is no doubt that the line will be made at a lower cost than any that has hitherto been constructed. On one part of the line the bank of the great drain will be used by leave, and thus at less expense, except that of rails and ballast, will be for that distance, saved. Should the traffic prove to be equal to that even now obtained on the undeveloped Ambergate line, of which this line is the natural continuation—and, if anything, more valuable—a dividend of 7½ per cent. will be realised, after deducting 50 per cent. for working expenses. The Ambergate has cost nearly 30,000,000 per mile. This line will cost, exclusive of the proposed docks, less than 8500,000 per mile. This line will, amongst other important results, bring into active work the Ancaster stone quarries, the produce of which is stated to be unexcelled by any stone in England.

At Dudley, after sinking 400 yards, a mine of limestone has been discovered, on the property of Messrs. Rodger.

HOLLOWAY'S OINTMENT AND PILLS A CERTAIN CURE FOR BAD BREASTS.—Extract of a letter from Mr. F. Turner, grocer, of Penhurst, dated Dec. 13, 1850:—"To Professor Holloway—Sir: It is with pleasure that I acquaint you with the wonderful cure effected by the use of your invaluable ointment and pills. My wife suffered for more than six months from a dreadfully sore breast, and which her medical attendants found it impossible to heal. She then tried your medicines, which, in little more than a month, effected a perfect and radical cure, to the astonishment of many persons who saw in what an awful bad state it had been." Sold by all druggists, and at Professor Holloway's, 244, Strand, London.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET, London, October 22, 1852.

| ENGLISH IRON. | | per Ton. | SING. | | per Ton. |
|------------------------------|---------|----------|--|---|----------|
| Bar and bolt s | — | £7 15 0 | In sheets d | — | £ 25 0 0 |
| In Wales s | — | 7 5 0 | ENGLISH COPPER. | | |
| In Liverpool s | — | 7 10 0 | Tile, 14 to 28 lbs. s | — | 102 10 0 |
| In Staffordshire s | — | 8 0 0 | Tough cake s | — | 102 10 0 |
| Sheets, single s | — | 9 10 0 | Sheet s | — | 0 0 11½ |
| " double s | — | 10 5 0 | Bottoms s | — | 0 0 10½ |
| " Hoop s | — | 8 10 0 | Old s | — | 0 0 10½ |
| " Nail rod, round s | 10 5 0 | 18 3 0 | Yellow Metal s | — | 0 0 9½ |
| " square s | — | 7 5 0 | Wetterstedt's Pat. Met. s | — | 1 10 0 |
| Rails (Wales) c | — | 7 15 0 | ENGLISH LEAD. | | |
| (Staffordshire) c | — | 7 15 0 | Pig | — | 18 0 0 |
| Railway Chairs, Clyde | — | 4 10 0 | Sheet | — | 18 10 0 |
| Pig, No. 1, Clyde c | — | 2 18 0 | FOREIGN LEAD. | | |
| 3-5ths No. 1 & 2-5ths No. 3 | — | 2 18 0 | Spanish, in bond | — | 17 5 0 |
| No. 1, in Wales s | — | 3 10 0 | ENGLISH TIN. | | |
| Scottish Pig No. 1 in London | — | 3 10 0 | Block | — | 4 10 0 |
| Stirling's Patent s | — | 3 12 6 | Bar | — | 4 17 0 |
| Toughened Pigs s | — | 3 12 6 | FOREIGN TIN. | | |
| Ditto Wales 4 0 0 | — | 4 5 0 | Banco | — | 4 10 0 |
| FOREIGN IRON. | | | Straits (uncertified) | — | 4 7 0 |
| Swedish | 10 15 0 | 11 0 0 | TIN-PLATES. | | |
| Russian CORD | — | 17 0 0 | IC Charcoal | — | 1 11 6 |
| Indian Charcoal Pigs | — | 5 10 0 | IX Ditto | — | 1 17 0 |
| In London | — | 5 10 0 | IX Coke | — | 5 0 0 |
| FOREIGN STEEL. | | | IX Ditto | — | 1 11 6 |
| Swedish keg | — | 15 10 0 | Canada plates s | — | 10 10 0 |
| Ditto fagot | — | 15 0 0 | QUICKSILVER. | | |
| SPELTER. | | | On the spot | — | 19 10 0 |
| To arrive | — | 20 10 0 | Terms.—a, 2½ per cent. dis.; b, 3 ditto; c, net; d, 1½ per cent. dis.; e, 2 ditto; f, 1½ ditto; deliv. in Liverpool 10s. per ton less.—Dis. for cash in 14 days, 10 per cent. Cold blast, f.o.b. in Wales. | — | 20 10 0 |

SCOTCH PIG-IRON again shows an advance on last week's prices. At the commencement of this week, owing to the excitement which existed, the price ran up to 62s. cash, which was realised; this high price, however, proved temporary, and the market has receded to a point, 1s. 6d. to 2s. per ton above last week's rates; we quote to-day, 58s. per ton cash, 59s. three months open. Holders are looking for higher prices, which will, no doubt, be obtained. This market has steadily improved for the last two months.

BARNS AND RAILS continue in full demand, and prices are 5s. per ton better. Bars, 7½ lbs. in London; rails, 7½ lbs. to 8½ at the works.

STAFFORDSHIRE IRON is scarce, and very steady in price. The late advances are fully maintained.

SPELTER is without movement—prices are unaltered. Sheet zinc has been risen 2½. Lead is in good request, and very firm.

TIN-PLATES are selling largely, and higher prices are expected.

MINES.—The transactions of this week have not been extensive. The Devon Great Consols had the largest sale of ore, on Thursday, ever made by one mine for a single month's produce; the shares may be quoted as 395½ to 400½, at which business has been done. West Providence at 49½, Alfred Consols, 18½ to 19½; Bedford United, 8½ to 8½ 5s.; Mary Ann at 38½. Great Polgoth, Merilyn, Par Consols, North Bassett, South Tamar, Trehan, and Wheal Golden, are firm at the quotations. West Alfred, 37½; West Sharp Tor has advanced from 100½ to 110½ and 115½; West Darlington is considerably lower. An improvement at the United Mines has caused inquiry for shares. In Cornwall, East Pool shares have advanced from 150½ to 172½ to 10s.; Condurrow to 102½ to 10s.; North Pool, 240½; Comfort, 14s. 10s.; West Damsel has risen from 100½ to 115½; Wheal Clifford, 160½.

In the Metal Market the lively movement continues.—Copper, Tin, and Lead, are in large demand, prices very firm.—Tin-Plates are in such extensive request that higher rates are expected daily.—Sheet-Zinc has risen 2½ per ton, and Spelter firm.—large business transactions in both.—Staffordshire Iron has become scarce at the late advances, and, if the demand continues, will go higher.—Bars and Rails are full 5s. per ton higher, and in full demand.—Scotch-Pig is steadily improving, and 3½ 2s. per ton (cash) has been given; sales have since been made at 2½ 19s., but the former price is likely to be maintained.

At Prince Albert Consols Mine adjourned special general meeting, on the 15th of Oct. (Chester Chester, Esq., in the chair), the shareholders present expressed their entire confidence in the able management of Capt. Davies, testified by the reports of two disinterested agents called in to inspect the concern—viz., Capt. Williams, of Trevelick, and Capt. Dale, of Mineral Court Mine. An engine-shaft is sinking by nine men, and is down 18 fms. below the adit; the lode in the shaft is 3½ ft. wide—good saving work. There are levels going on north and south of the cross-course by two men in each—ground easy for driving; in a few fathoms further north they expect to cut Trevelick lode, and 12 fms. south the Great Pink lode. At the surface they have a 24-inch pumping-engine, to which 12 stamps heads are attached for dressing the stuff, and a wheel (32 ft. diameter and 2 ft. breast) to work in the winter season. The dressing apparatus on the floors is compact, and good results are anticipated after the shaft is down, and the levels deeper are sufficiently explored.

At Gurney Mine meeting, on Tuesday (Peter Stainsby, Esq., in the chair), the rules and regulations for the future government of the company were read over and adopted unanimously. Mr. Stainsby was elected the treasurer, and Mr. R. B. Mitchell the purser. A 50-in. cylinder engine is to be erected forthwith.

At Wheel Guskus meeting, yesterday, the accounts showed—Call received, 10007; stuff sold, 1462. 11s. 3d.; copper ore, 631. 11s. 6d.; tribute on copper and tin in last account, 261. 7s. 5d.—12367. 10s. 2d.—Less balance last account, 891. 11s. 7d.; May cost, 881. 11s. 2d.; July, 1061. 11s. 5d.; July, 1097. 11s. 6d.; leaving balance to next account, 6927. 11s. 6d.—Copper ore sold since, 1745. 0s. 3d.; stuff sold, 1567. 11s. 4d.; leaving 10227. 13s. 1d. assets. The mine is in a most favourable condition; and when the shaft is down, and the winzes holed, more tribute ground will be wrought, and larger returns made. The pitches working are at low tribute—2s. 6d. in 11. generally. [A report of the meeting will be found in another column.]

At Garreg Mine bi-monthly meeting, on Thursday, the accounts showed—Balance from last account, 631. 7s.; by call received, 584. 17s. 6d.; lead ore sold, 841. 3s. 7d.—Labour cost for August, 1147. 2s. 9d.; Sept., 1471. 11s. 11d.; royalty, 207. 9s. 5d.; leaving balance to next account, 4067. 2s.; add calls in arrears, 961. 14s. 6d.; 5d.; 14s. 6d. assets—Merchants' bills unpaid, 167. 13s. 5d. The secretary was desired to write to the defaulters, requesting immediate payment. The back of the 20 north is working on tribute, yielding about 5 tons of lead ore per month, paying about half the cost of the month. The 20 north is producing saving work.

At Bluen Caylen Mine general quarterly meeting, on Thursday (Thomas Miers, Esq., in the chair), the accounts showed—Balance last account, 1497. 13s. 2d.—Mine cost for June, 247. 8s. 4d.; July, 337. 16s. 7d.; Aug., 341. 4s. 6d.; materials, 337. 5s. 7d.; buildings, 217. 8s.; agency and secretary's salary, 197. 8s.; balance of purchase of lease, 1507; leaving balance against adventures, 1087. 13s. 10d. The assets are: Call now made, 3207; The liabilities: Balance, 1687. 13s. 10d.; estimated mine cost Sept., Oct., and Nov., 1507; agencies and salaries, 251. 4s.—3437. 17s. 10d. The report of the committee and statement of accounts were adopted, and a call of 20s. per share made. Messrs. Thomas Miers, Joseph Hooke, Samuel Weatherley, and William Conquest, were appointed the committee for the next three months. The meeting was afterwards made special, when the mine was divided into 1800 shares, instead of 360, and the increased number divided, *pro rata*, among the present shareholders. The committee were requested to procure plans and estimates for the erection of six cottages on the mine, and to submit them to the next meeting.

At North Trelawny Mine adjourned general meeting, on the 13th inst., the accounts, from July, 1851, to July, 1852, as examined by the committee, were allowed and passed, showing—Costs incurred during that period, 3727. 4s. 8d.—Received for calls, 3717; leaving balance to next account, 14s. 6d. A call of 2s. 6d. per share was made. The lode is from 1½ to 3 ft. wide, of promising character, producing good stones of lead, about 6 tons of which have been cleaned, and 5 tons of gossan ore dressed, and ready for sale. Since the meeting, the lode is stated to be 2 ft. wide, worth 3 cwt. of lead ore per fm.

At the Weston Lead Mines meeting, on Tuesday, the accounts showed—Received on account of calls, and for 54 shares sold, 13077.—Mine cost to Aug. 17, 10711. 13s. 10d.; on account of ditto to 19th Oct., 1397. 2s. 5d.; leaving balance in hand, 967. 13s. 8d. The assets are: Balance in hand, 967. 13s. 8d.; arrears of calls, 1057; 2001. 13s. 8d.—Costs incurred during that period, 3727. 4s. 8d.—Received for calls, 3717; leaving balance to next account, 14s. 6d. A call of 2s. 6d. per share was made. The lode is from 1½ to 3 ft. wide, of promising character, producing good stones of lead, about 6 tons of which have been cleaned, and 5 tons of gossan ore dressed, and ready for sale. Since the meeting, the lode is stated to be 2 ft. wide, worth 3 cwt. of lead ore per fm.

At the Bodmin West Downs Mining Company's meeting, on Thursday (W. Garner, in the chair), Mr. Lelean reported that the lease had been completed, and was now deposited with him, and that he would at once prepare the cost-book of the company in the usual form. Capt. Kernick handed in a box of fine specimens of tin ore, and submitted a report, which will be found among our Mining Correspondence. The best thanks of the directors were given to Capt. Kernick, for his efficient services in promoting the interests of the company.

At the Stoke Climsland Consols West first general meeting, on the 15th inst., at the Bedford Hotel, Tavistock, the rules and regulations for the management of the mine were adopted and subscribed to in the cost-book, a purser appointed, the accounts to the end of August examined and passed, and a call made. A satisfactory report by Capt. Stephens, of the Stoke Climsland Consols, was also read.

At Melin Llyn Pair Mine general meeting, at the Royal Raven, Aberdovey, on Tuesday (David Davies, Esq., in the chair), the accounts for August and September showed a small balance in favour of the shareholders. The chairman said he was happy to congratulate his co-adventurers on the cheering prospects of the mine, and trusted from that time they should be enabled to give regular dividends at every two-monthly meeting: 27 tons of silver-lead ore had been shipped that day; and the returns in future would considerably increase. The shares, which are now 512, are to be divided into 1024.

At Tregodren Mine quarterly meeting, on the 14th inst., the accounts showed—Balance from last account, 3207. 8s.; June cost, 647. 11s. 1d.; July, 747. 6s. 2d.; August, 747. 16s. 7d.—5547. 10s. 10d.—Received for calls, 1071. 13s. 10d.—Leaving balance to next account, 4471. 5s. 10d. Cost for September, s/y 757, makes 5221. 5s. 10d. Calls in arrears, 1037. A call of 3s. 10d. for 145th share was made, and a special meeting will be held on the 4th November, to consider the propriety of offering the mine, machinery, &c., for sale, or for adopting means to work more efficiently.

At East Polgoth Meeting on Tuesday (L. Goddard, Esq., in the chair), the report of the committee was read, stating that Capt. Robert Dunstan had inspected the mine below the 20 and 30 fm. levels, which had been unwaters for that purpose; a 70-in. cylinder engine was to be erected, for which they were already in treaty. A steam-engine of 30-in. cylinder and 24 heads of stamps had been contracted for, and would be on the mine in 14 days. The prospects of the mine justified the most vigorous prosecution of the lode.

At Cubert Silver-lead Mines quarterly meeting, on Monday, the accounts showed—June cost, 2761. 12s. 1d.; July, 3217. 18s.; August, 4497. 14s. 11d.; dues on ore, 391. 10s.; Perran Foundry Company, for 70-in. cylinder steam-engine, boiler, &c., 16507. 16s. 2d.; discount on ore bills, 37. 18s. 5d.—27417. 9s. 7d.—Balance last account, 37. 2s. 10d.; lead ore sold, 5351. 14s. 8d.; call of 2s. per share, 9007; leaving balance to next account, 13027. 12s. 1d.; estimate of Sept. cost, 5807, making 18827. 12s. 1d.; call in arrears, 1087. 10s.; cash at bank, 1897. 9s.—24777. 19s. A call of 4s. per share was made. The chairman reported that the 30-in. cylinder engine had been in the short space of one month been taken out, and a new 70-in. put in its place, and set to work, to the satisfaction of all parties. Some of the workings had been retarded while the engine was idle, but the increased power would quickly enable them to make up for lost time, and he congratulated all present on the highly promising character of the concern.

At the Cwmdule Rook and Green Lake Copper Mining Company's first meeting of shareholders, on Thursday, the accounts showed—Received on 1476 shares, 14347. 11s. Expenditure from Feb. to end Sept., 1852, 14327. 16s. 8d. The inventory showed—Machinery on the mine, 14587; 20 tons of copper ore at Carnarvon, at 81. 1607; 84 tons in the levels, 3337. 10s.; 20 tons stamps work, 697. 10s.; 400 tons of stuff in the burrows, 10007; 1000 lbs. of dynamite, 18s.—24257. 11s. 8d.—Received from W. White, Esq., for 100 shares of 10s. each, 1000. The balance of 100 shares was read from all of which gave satisfaction to the parties assembled: 2351 shares remain unused, and a balance in hand of 11. 14s. 4d.

At United Mines, a new lode has been cut in the western part of the mine, and, as far as seen, it is worth from 207. to 307. per fm.

The Bottle Hill Mine sold a parcel of tin ore to the Union Tin Smelting Company, at 597. 12s. 6d. per ton.

At Great Bryn, the engine is working well, with a small consumption of fuel. The shaft set to sink 1 fm., at 67. 10s., and secure the same. When completed, the cross-cut will be put out to cut Leelan's lode in the 10 fm. level; meantime 12 head of stamps will be connected to the engine, for the purpose of crushing the stuff now lying at surface. The caunter copper lode produces portions of black and yellow copper ore. The stopes yield good work. The engine is capable of putting the mine to a 50 fm. level.

At Wheel Enys, the lode in the engine-shaft continues to improve, and is now worth 207. per fm. The 10 fm. level, east of ditto, is worth 127. and west 87. per fm. Flat-rod shaft is expected to be in work within a fortnight. The tin sold on the 15th inst., at Calenick, realised 627. 2s. 6d. per ton.

At the Rorrington Mine, an improvement has taken place in the deep level, the lode being spotted with ore. A meeting of shareholders was held on Wednesday, when the accounts were read and the dividend of 1s. 6d. per share, and no liabilities, every account being settled at the end of each month.

At Cwm Erbin, the lode in the 57, east of the engine-shaft, is looking promising, worth 7 cwt. of ore per fm. In the 45 ft. it is intermixed with a little ore in a winze in the bottom of this level, it is worth 10 cwt. per fm. In the 30 fm. level east of drawing-shaft, it is yielding 7 cwt. per fm.; in a stopes over this level it is worth 7 cwt. per fm. In the stopes over the 10 fm. level, it is yielding 14 cwt. per fm., but we are sorry to report that the western levels are poor.

At Olive Mine, the 8 fathom level winze is sinking in a promising lode, with good stones of lead, and, when down, will open a profitable piece of ground. The patch continues to yield good lead, and the crusher will enable them to quickly make profitable returns, as the quantity of stuff raising is abundant. The dressing-floors are being made, and every progress making for bringing the parcel to market.

At Swanpool Mine, the engine-shaft is down 2 fms. below the 40 fm. level; in the 40 feet, they have cut a branch of good lead ore, which has drained the water from the winze-shaft—westward they have cut into the lode for 3 ft. wide, which Capt. Charles Andrews estimates worth 5 tons of ore per fm. The ore is estimated worth 60 per cent. for lead and 45 ozs. of silver to the ton, the sale of a parcel will be the proof, and no time will be lost in effecting one.

Mr. S. Heath, jun., has been appointed secretary of St. Austell Consols. We understand that the Darren Mine has been again placed under the management of Capt. Matthew Francis.

Messrs. Halket and Routh have lately visited the Penzance Consols, Wheal Augusta, Boscor, and East Ballewidden Mines, in St. Just, accompanied by Capt. Vivian, of Conduff Mine, near Camborne, who has reported most favourably upon the whole of them, and expressed his opinion that they are likely in a short period to be worked to a profit. They have been hitherto much neglected through bad management, but with such attention as is now bestowed upon them they are likely to become at no distant period most profitable concerns.

During the week shares have changed hands in Devon Great Consols, Alfred Consols, Merilyn, South Tamar, Bedford United, Mary Ann, Trehan, West Providence, Wheal Golden, North Bassett, West Alfred Consols, Wheal Cubert, Wheal Ebbeth, Bluen Caylen, Bronfroyd, Penryn, Great Bryn, East Wheel, Trevelick, and Trevelick, Leeds Town Consols, Roughenick, Bluen, Devon and Courtney, Melin Llyn Pair, West Sharp, Cor, Calenick Consols, Union Tin, Great Crinnis, Mores and Trevelick, Clansdaugh, Carnannall, Oreid, Mining Company of Ireland, &c.

In Foreign Mines, transactions have taken place in Linares, Imperial Brazilian, National Brazilian, Cobre, Copiapo, United Mexican, Grand Duchy of Baden,

At the Liguanea and General Mining Company of Jamaica extraordinary general meeting of shareholders, on Thursday, the resolutions carried on 29th Sept., for consolidating the Annotto Bay Mining Company with this company, were adopted and confirmed. The directors will, therefore, in accordance with the eighth resolution, proceed immediately to carry them into effect.

The Linares Mining Company has received advices to the 7th October. Ore weighed in, 54 tons 11 cwt.; total in stock, 385 tons 12 cwt. Pig-lead smelted, 36 tons 18 cwt.; total in stock, 743 tons. The 63, west of San Tomas, is now worth 3 tons of lead ore per fm.; the 55, west of Buena Ventura, 2 tons; east of Shaw's, 1 ton; the stopes west of Las Nieves, 3 tons; the 45, east of Esperanza, 2 tons; the new winze (Fortuna) in the 45, east of Shaw's, 1½ ton; the 31, east of Thorne's, 2½ tons; the slope in the bottom west, 3 tons; the 20, west of Thorne's, 2 tons; the 31, east of Esperanza, on north branch, 2½ tons. All other parts are progressing well.

From the Imperial Brazilian Mines advices have been received from the 1st September. The gold report from the 1st to the 27th August is 9 lbs. 1 oz. 7 dwts. from Gongo, and 1 lb. 3 ozs. 18 dwts. from Bananal; total, 10 lbs. 5 ozs. 5 dwts. The agent, learning from passing reports that the vein had been missed in the western part of Gongo Socco, has an idea that it may be met with under the 21 fm. level, and, therefore, solicits the advice and assistance of Capt. Treloar on the subject; and, in the meantime, is driving west under the peak towards the spot referred to, and where the shoot ought to exist. The ground is favourable for driving, and the expense will be trifling. All operations at Bananal have ceased. The Maria workings continue very poor, and the parts at which favourable symptoms offered have yielded only 3-6 grs. per ton, on 94 tons of stone, presenting no symptoms whatever of improvement. Our fine does not yield remunerative returns.

The National Brazilian Association have advices to the end of August. They are about opening a new stopes in the south level at Irving's, and entertain very high expectations of its leading to valuable results; the samples tried are exceedingly good. The shallow adit at Cuiba are of an encouraging nature. The produce for August is, Mks. 8 2 5 9.

The Copiapo Mining Company has received advices to the 31st August. The stopes in the back of the 20, at Checo, are yielding very good copper ore. San Augustin is producing fair quantities of copper ore. At San Carlos new shaft, lode 2 feet wide, ore throughout, expecting shortly to raise large quantities. The silver mines are improving. At Al Fin Halla, both the old and new lodes are large, and yielding well. Ores on the cancha, 18 cajons (53 tons) "metal calido."

The St. John del Rey Mining Company have received advices to Aug. 31st. The produce for July being (net) 30,101 cts., at 7s. 8d.—11,5367. 14s. 4d.; costs, 67547. 19s.; leaving a profit of 47,337. 15s. 4d. Stamps working on an average 117-72 heads. At the eastern end of the east cachocha the lode has increased to 7 ft. wide, and of excellent quality, average 4-20. They begin to feel the want of water power, and do not expect relief till the end of October. The gold extracted from 19 days' stamping was 17,576 cts., from 1086-04 cubic feet of sand, yielding 16-18 cts. per cubic foot. The supply of stone was abundant.

The Mariquita Company has received despatches to the end of July. The receipts were \$22,584; and the expenses \$18,170, showing profit of \$4418 on the workings of their Maricato Mines. The value of the ores raised from the Santa Ana Mines was \$4522.

The Australian Mining Company has received advices to the 22d July. The agent reports a shipment of 55 tons of 22 per cent. ore. A few miners are employed in driving on the branch called the junction in the 40 fm., or adit level back towards the new discovery, which, with the adit now being driven from the creek, will prove this ground effectually, whether the bunch of rich ore already described holds down. Captain Hitchens would in the *Charlotte Jane* about the end of July.

The directors of the English and Australian Copper Company have received advice of the arrival at Melbourne, on the 5th June last, of Mr. Joseph Brown, who had been dispatched by them to Port Philip, for the purpose of entering into the business of gold purchasing in that colony, accompanied by an assayer and other assistants. Mr. Brown was about to proceed to the diggings, to commence his operations.

The Port Philip and Colonial Gold Mining Company received letters, yesterday, from Mr. Evan Hopkins, dated Melbourne, June 14. Mr. Hopkins having entered into the necessary communication with the governor was able to proceed the next morning to Mount Alexander, to arrange for commencing the company's operations. Great satisfaction was expressed in the colony at the arrival of an English company, competent to conduct, in a regular and business-like manner, the operations, for which there was so large a field. The governor had on his part given to Mr. Hopkins a most friendly reception, and had offered him every facility in his power. Mr. Hopkins says—"Measures are now under the consideration of the Government, based upon the principle of royalty, which, when carried into effect, will not only be more suitable, and less troublesome to the company, but also more simple and profitable to the colony and the revenue." Mr. Hopkins had declined making any purchases of gold in Melbourne, the price at the diggings being much more favourable for purchasing—say, 50s. to 55s. per oz. He trusted by the time the *Augusta Schneider* (which vessel had passed the Cape) should arrive with the company's miners he should have made every necessary arrangement for their reception at the diggings.

The Nouveau Monde Gold Mining Company has received letters from Mr. Clement, the agent, dated Mount Ophir, Mariposa County, California, Aug. 24, stating that owing to the steamer being overdue, he had experienced some difficulty for want of funds, and had been obliged to borrow in San Francisco at 3 and 5 per cent. per month, but acknowledging the receipt of 15,0007. in bills, which would of course relieve him from his difficulties, and enable him to put all the works in rather satisfactory position. The agent continues to repeat his opinion of a profitable result, and states that at present all was going on satisfactorily. His men were orderly and quiet, and generally in good health. More hands were about to be put on, and the extent of the works decided. An adit had been already driven for 72 feet at the Pine Tree Mine, with a view to striking the junction of three lodes, in which gold is to be seen to considerable amount on the surface. Specimens of gold were in possession of the manager from every part of the estate. Propositions for leasing other mines lying contiguous are at the same time submitted to the board of management. From the prospect of the mines, Mr. Clement expects more than 50 tons of ore per diem can be extracted, holding 3 cwt. per lb. of gold, and he does not think the expense of reduction can be more than 10 to 12 cts. per ton, after the machinery is in order. At three cents, per lb., a ton of this ore would be worth more than 87 dols., and after allowing 12 dols. for the expenses, a profit is shown of 75 dols., or about 157. per ton. It will thus be seen that, after making allowance for every contingency, a handsome profit is shown. By carrying the engines down to the river, a further diminution of expenditure would be secured. Mr. Clement concludes by expressing his belief that this Mount Ophir Mine has never been fairly tried, but robbed by the workmen.

The Liberty Mining Company (Virginia), has received advices, stating the result of a lengthened series of experiments upon the gold ore raised from the Vancluse and Grymes Mines, the property of that company, under the superintendence of two of the London directors, with the view of establishing a reliable working average. The ordinary process by stampers and amalgamators showed a yield of gold equal to 1-10th in weight of the ore. This sulphuret yielded 577. worth of gold per ton; while the cost of extraction did not exceed 107. per ton. Every ton of gold ore was thus shown to be of the value of 77. 14s. sterling, and the net profit per ton to be 67. 8s. The set is extensive, and the ore abundant; and when the mines are properly developed, from 100 to 300 tons of ore per day, for 500 days in every year, can be raised and worked by the company.

The Yuba River Company has received letters dated 31st August, with a small remittance of gold dust, the first result of the labour of four men for five days, two-thirds of which time was consumed in carrying the "dirt" to the river's edge. This operation being effected by men unaccustomed to mining, and with the rude "rocker," proves that the "dirt" in the company's property contains much gold, and is strong evidence of the large yield of gold that may be expected immediately. Wright's amalgamating machines are in use, and the operations commenced on a proper system. The superintendent and staff sent from England would arrive on the 1st inst. The property is situated about the 1st September, and several of Wright's machines were already at San Francisco. The letters make no allusion to "quartz," which may be taken to afford evidence of the quiet possession of this company in respect to its own territory.

From California, we have advices to the 1st Sept.: an interesting letter from one of our correspondents is inserted in another column. The total shipments of gold dust from San Francisco, from the 1st Jan. to Sept. (eight months), had been \$29,195,965, being at the rate of \$43,793,947 for the year. The entire product of California, up to the 31st December, 1851, including the shipments to all parts, and the sums retained in the country, is estimated at \$140,930,000 (about 28,186,0007.); and that of the half-year ending the 30th June, 1852, at \$33,849,774 (6,780,0007.), raising the entire product from the commencement of the gold discoveries to the last-mentioned date to \$174,780,000, or about 34,556,0007. sterling. The miners of Goodyear, Snake, and Co's bars are all doing well and making money. A lump of gold, weighing 25 lbs., worth from \$4000 to \$6000, was taken from a claim in Downville, on the 30th August: a few days previous a \$1000 lump was found near the same spot. A company of the Middle Fork have been doing well for the past week: the other day they took out \$1200. We hear of others who are doing well on the same stream. Five sailors at Cold Bluff, a short time since, took out over \$5000. A company of four men recently took from a claim within a quarter of a mile of Weaver's, between 5 cent. and 10 cent. gulches, \$4000 in one week. Money was in great demand for remittance. The Oregon miners were doing well.

Accounts from the Lake Superior copper region report the continued successful prosecution of the various workings. The Cliff Mine is stated to be raising to surface ready for shipment about 100 tons of ore per month; the Minnesota more than 50 tons per month; and the North-west Company 40 tons per month. A large number of the mines in this region are raising copper; but, owing to the roads being so bad in summer, they can only transport the produce to the lake in the winter, when there are great facilities by means of sleighs, &c. The shipments consequently come forward in great quantities in the spring. At the Phoenix Mine some new discoveries have recently been made, affording evidence of extraordinary richness. The mine is situated upon a line of ancient and extensive diggings, made by the primitive inhabitants of the country. At this place has been exposed in several places, and to be large and well filled with copper. In sinking at one point to a depth of 24 fms. some 1300 lbs. of copper were taken out in pieces of considerable size, and in another place a mass weighing 2300 lbs. was removed from the surface of the vein. The cultivation of the land is being more attended to, with a view to rendering the miners independent, partially at least, of supplies from the south, and securing them from the privations to which they have occasionally been exposed in the early part of the spring, when the navigation of the lake is difficult. It is conjectured, from specimens of quartz found in this region, that gold may be discovered there, and, next to and between the iron and copper "locations," and upon the strength of these indications land has actually been bought by enterprising parties.

There has been a decided reaction in the market for gold mining shares, owing to accounts of a favourable character received from the agents of several of the companies, Californian and Australian; and in consequence, not only have the shares of the companies in question come into increased demand, but the improved feeling also extends sympathetically to all such of the other gold mining adventures as have not hopelessly gone out of public favour. Amongst the descriptions for which the inquiries have been most numerous, are Port Philip, Colonial Gold, Australian Freehold, Mariquita, Nouveau Monde, Agua Fria, Australasian, Liberty, and Yuba, but the advance in the last named description has not been maintained. The advance referred to will be found in full in another part of our impression. The report of the directors of the Anglo-Californian (the annual meeting of which is appointed for the 29th inst.), will be issued to the shareholders in the course of the ensuing week. Nothing has been done in the Virginian Garnet and Moseley, but it is stated that one of the proprietors is now in town, to forward the negotiation for confirming the purchase on the part of the London promoters.

The latest quotations are—Agua Fria, ¼ to ½ prem.; Anglo-Californian, par to ¼ prem.; Australasian, ¼ to ½ prem.; Australian Freehold, ¼ to ½ dis.; Ave Maria,

¼ to ½ dis.; British Australian Gold, ¼ to ½ dis.; Carson's Creek, ¼ dis. to par; Colonial Gold, ¼ to ½ prem.; Golden Mountain, ¼ to ½ dis.; Lake Bathurst, ¼ to ½ dis.; Liberty, ¼ to ½ prem.; London and Californian Gold Quartz Crushing Company, ¼ to ½ dis.; Mariquita, ¼ to ½ prem.; New Granada, ¼ to ½ dis.; Nouveau Monde, ¼ to ½ prem.; Port Philip, ¼ to ½ prem.; Quartz Creek, ¼ to ½ dis.; West Mariposa, ¼ dis. to par; Yuba, ¼ to ½ prem.; Veragua, ¼ to ½ premium; Monarch, ¼ to ½; Melbourne, ¼ to ½; Cordillera, par to ½ prem. Grand Duchy of Baden, par to ½ prem.; Connamara, ¼ to ½ prem.; Glenaulin, ¼ to ½ prem.; Kenmare, ¼ to ½ prem.; Britannia, par.

Miscellaneous shares are quoted as follows in the Official List:—Assam Tea, 10; Auction Mart, 20; Australian Agricultural, 32; Canada Company, 30; Electric Telegraph (A shares, 20d. paid), 10½; Hudson's Bay Stock, 220; Hungerford, 47; London Institution, 51; Price's Patent Candle Company, 25; South Australian, 25½; Trust and Loan Company of Upper Canada (3d. paid), 3½; Netherlands Land Enclosure (2d. paid), 2½; Chiriqui Road, 7-16 prem. Shares in the Lake Fucino Drainage Company are quoted par to ½ prem.; Royal Australian Banking and Gold Importing Company, 1, ½; Upper Indian Railway, ¼ to ½ prem.; Antwerp and Rotterdam Railway, ¼ to ½ prem.; Royal Swedish Railway, ¼ to ½ prem.; Norwegian Trunk Railway, par to ½ prem.; Bordeaux and Cette Railway, 5 to 5½ prem.; Isle of Wight Railway, ¼ to ½ prem.; West End and Crystal Palace Railway, ¼ dis. to par; French Crystal Palace, ¼ to ½ prem.; Her Majesty's Theatre Association, ¼ to ½ prem. Two new home railway projects are announced, under the title of the "Strood, Canterbury, and Dover Railway," and the "Staines and Wokingham, and Woking Junction Railway." Hamburg letters received this day mention that Sir C. Fox (of the firm of Fox and Henderson) and Mr. Browner had passed through that city on their way to Copenhagen, with a view to the final conclusion of the railway negotiations.

The Iron Trade is remarkably active: the demand for rails, and plates for ship-building, exceeding the supply, while the export trade is on the increase. Pig-iron is scarce, stocks low, and, from the abundance of orders, a further rise is anticipated. The Coal Trade is also very active, and the colliery districts are deriving the benefits arising from full employment—which, it is to be hoped, will not be marred by a premature demand for advanced wages by the operatives: with a knowledge of their sufferings in times of depression, it must be remembered that employers are interested in their workmen participating in advantages they ought mutually to enjoy, consequently they should be consulted as to the advisability of a rise; a strike would prove detrimental to both. The ten-yard thick coal about Bilton, Tipton, and Dudley, is said to be fast diminishing: it was one of the finest beds ever explored, having produced between 20,000 and 30,000 tons to the acre, and, under favourable leases, has paid to the lessor 20007. per acre for royalties upon thick coal alone.

LEAD ORES.

| TICKETINGS FOR ABOUT 100 TONS OF FOXDALE LEAD ORE. | | | |
|--|-----|----|---|
| Douglas, Isle of Man, Oct. 20. | | | |
| Walker, Parker, and Co. (purchasers) | 112 | 2 | 0 |
| Newton, Keates, and Co. | 12 | 3 | 0 |
| Sims, Williams, Nevill, and Co. | 12 | 0 | 0 |
| Howden Smelting Company | 11 | 16 | 0 |
| John P. Eyton | 11 | 15 | 0 |
| W. J. Cookson and Co. | 11 | 13 | 0 |
| Tamar Smelting Co. | 11 | 12 | 6 |
| Locke, Blackett, and Co. | 11 | 6 | 0 |
| Mather and Co. | 11 | 2 | 0 |
| Locke, Blackett, and Co. | 10 | 0 | 0 |
| Pontifex and Wood | 9 | 17 | 6 |

| Mines. | | | |
|-----------------------------------|-----|-----|------|
| Sold on the 15th October. | | | |
| Wheal Mary Ann | 52 | £20 | 7 6 |
| Herodsfoot | 50 | 12 | 3 6 |
| Pentire Glaze | 30 | 19 | 17 6 |
| Sold at Aberystwith, October 18. | | | |
| Groncho | 60 | £11 | 8 6 |
| Cwmystwith | 90 | 11 | 7 0 |
| Cwm Erbin | 12½ | 14 | 14 0 |
| ditto | 12½ | 14 | 14 0 |
| East Darren | 47 | 15 | 2 0 |
| ditto | 14 | 14 | 17 6 |
| Ticketing at Bagillt, October 19. | | | |
| Dylife | 55 | £11 | 6 6 |
| Rhoewydol and Bacheiddon | 15 | 11 | 11 0 |
| ditto | 3 | 9 | 6 6 |

BLACK TIN.

| Mines. | | | |
|---------------------------|----------|-----|------|
| Sold on the 16th October. | | | |
| Chyprase Consols | 2 16 3 8 | £57 | 10 0 |
| ditto | 0 3 17 | 50 | 10 0 |
| Conduff | 12 19 12 | £58 | 5 0 |
| Prince Albert Cons. | 3 8 0 | — | — |
| ditto | 1 13 2 0 | — | — |
| Sold on the 18th October. | | | |
| Rix Hill | 12 10 0 | £62 | 5 0 |
| ditto | 1 10 0 | 47 | 12 6 |
| Yeoland Consols | 5 0 0 | 29 | 10 0 |
| Wheal Stanley | 0 4 123 | 61 | 10 0 |
| ditto | 0 0 1 | 61 | 10 0 |
| ditto | 0 0 2 | 37 | 10 0 |

COPPER ORES.

| Mines. |
|--------|
|--------|

Notices to Correspondents.

WEST WHEAL GRIFFVILLE.—SIR: Can any of your readers inform me what is doing in this mine, and when the honours' receipts will be exchanged? From the flattering statements contained in the prospectus, as published in your Journal, I was induced to apply for some shares, when I was informed the company would be completed in about two months, and the mine put to work.—N. O.: *Liverpool, Oct. 20.*

GEFFAL-Y-MINERS.—SIR: In consequence of having observed several communications in your Journal from shareholders respecting this mine, I was induced to call at the office, and inspect the cost-accounts and minutes of the meetings, when I found that a large quantity of ore (considering the short time of working) has been raised, estimated of more value than the cost of production. I also found the directors engaged to take a number of shares each, but when the deposit was requested, the majority resigned. The lease, I am informed, arrived in town last week from North Wales, for the express purpose of assisting Mr. Fish in the formation of a new direction; when a shaft will be immediately commenced, to work the lode in depth, as well as the levels which are now so productive. I would remark that Mr. Fish and Mr. Foley (the company's engineer) have undertaken to subscribe as shareholders to some extent; and such is my confidence in the skill and integrity of these gentlemen, that I should not have the slightest hesitation to increase my investment; in fact, I intend doing so, feeling confident that, with reasonable patience, Geffal-y-Miners will prove a profitable adventure. Enclosed is the card of—*ANOTHER SHAREHOLDER: Oct. 19.*

UNITED GEFFAL-Y-MINERS.—SIR: I must repeat my notice, that any *bond fide* shareholder in the above adventure, requiring information, can obtain the same by applying at my office, Cushion-court, Old Broad-street.—*JOHN FISH: Purser and Sec.*

SIR.—Can any of your correspondents inform me what has become of Nap Down Consols (Combarthin), as I have heard nothing respecting it for the past 18 months? Wheel Harris (Gatherleigh) is also in the same state of silence, and I should be glad to know something respecting it.—*A SHAREHOLDER IN BOTH: Bristol, Oct. 18.*

WEST ALFRED CONSOLS.—E. G. (Stourport).—If pursers and managers of mines, who circulate reports and statements of accounts to the shareholders, do not choose to favour us at the time with a copy for insertion in the Journal, we are not accountable for the omission, and must decline publishing them three weeks after. And, further, we are not in the secrets of the bear system, as regards the ups and downs in the sharemarket. We believe the Hull price of the foreign shares to be correct.

LEWIS MINES.—The summary is correct, sales of tinstuff having taken place of which we were not apprised; in fact, nearly 8000 worth has been sold since the 16th Sept., and a considerable quantity now dressing.

SIR: Can any of your correspondents inform me where Mr. Young, the purser of Wheel Golden, is to be found; or to what address communications can be forwarded, as many letters on the business of the mine have been directed to him, and to which no reply has been received?—*D. C.: Oct. 22.*

WOOD SCREWS.—A correspondent wishes for some information respecting the extent of the manufacture of wood screws, with the chief localities of make and sale.

SILVER VALLEY AND WHITEL BROTHERS.—SIR: Can any of your readers say what has become of this mine? There were 60000 shares subscribed in this company, and yet I do not find it quoted in your list. Surely, after all the grand promises and reported prospects, something of explanation is due from the committee to the shareholders, and which I shall be glad to see in an early Journal.—*P. S.: Oct. 19.*

O. W. L.—Shares are constantly in the market at the prices quoted, although the dividends do not appear in proportion thereto. The mines seldom stand so high in estimation as those of copper.

WHEAL LANGFORD.—T. S. enquires the amount of arrears of the last call, and what steps are to be taken to recover from the defaulters.

THE COST-BOOK.—Fair-Play enquires whether a shareholder has a right to make extracts from the cost-book without previously giving notice, and stating for what purpose?—A shareholder has a right to access to the cost-book on the mine, or wherever it is deposited, during the regular hours of business. The purser, or secretary, of course, must not allow it to go out of his possession; nor would he require notice to produce it; neither need he do so for adverse purposes, whilst in the very act of writing in the necessary accounts. Common courtesy would allow of his seeing what the extracts were.

A Copper Miner is correct in stating that the total tonnage of copper ore sold at the public ticketing during 1851 was 150,350 tons, of which 101,541 tons were from the dividend-paying mines, being more than two-thirds.

The Tincroft Mines have been at work for a very long period. The present company has divided 54 1/2s. 6d. per share to the end of Sept. 1850, and since then, in Aug. 1852, declared a dividend of 10s. per share. The bi-monthly reports are regularly published in our columns. The market price of the shares and the prospects of the mines speak for themselves.

PRINCE ALBERT MINES.—The insertion of the letter of Veritas, to the same effect, renders the publication of that from A Shareholder unnecessary: it should, otherwise, have appeared.

E. W. J. (Hull).—Mr. J. H. Robinson, the secretary of the Tees Side Mining Company, 62, Close, Newcastle-on-Tyne, we think, can furnish information respecting the Helvelin and Fowr Dargue Mines.

MELBOURNE.—A copy of Bryce Ross's "Diggings' Directory," dated April 12, 1852, can be seen at our office.

A. E. W. (Ipswich).—The sum mentioned appears ample to procure a comfortable voyage to any of the Australian colonies, and leave him sufficient to start with on his arrival. It is not so much of consequence that he has been brought up to no trade, provided he is of industrious and sober habits, and has sufficient capacity and ingenuity to turn his hand to any sort of employment. Such a young man is sure to succeed, either at the diggings or in the settlements, where every description of labour is much required and well paid for. It must not be, however, for a moment supposed that a competency is to be gained without exertion; the battle of life will have to be bravely and lustily fought there as in the old country, and moral worth is equally prized. The difference is, that here the enormous competition almost paralyses exertion, the most industrious often finding it difficult to make "both ends meet," and without the least possibility of saving for a rainy day. There, each day brings its ample reward for industry, far above present wants or comforts; and the means thus afforded of laying the foundation of a competency sheds a bright halo on a promising future.

PASSENGERS' LUGGAGE.—It was decided in the Court of Sessions, Scotland (Campbell v. the Caledonian Company), that a railway company is liable for the value of passengers' luggage lost on their line, although such luggage was not addressed.

The Cost-Book System.

Having repeated applications for particulars respecting the Cost-book System, we have reprinted, as a pamphlet, the paper descriptive of its principles and practice, which appeared in the *Mining Journal*. Copies can be procured through any bookseller or newsmen, or at our office, price 6d.

. It is particularly requested that all communications may be addressed—

To the Editor,

Mining Journal Office,

26, FLEET-STREET, LONDON.

Post-office orders made payable to Wm. Salmon Mansell, as acting for the proprietors.

THE MINING JOURNAL

Railway and Commercial Gazette.

LONDON, OCTOBER 23, 1852.

The second Copyhold Act (6 and 7 Vic. c. 23) was passed in June, 1843, and is intitled, "An Act to amend and explain an Act (4 and 5 Vic. c. 35) for the commutation of certain manorial rights in respect of lands of copyhold and customary tenure, and in respect of other lands subject to such rights, and for facilitating the enfranchisement of such lands, and for the improvement of such tenure." Section 1 enacts, that in addition, and subject to the provisions contained in the 4 and 5 Vic. c. 35, which has been recently discussed in these columns, any commutation or enfranchisement made under the same may be made wholly or in part for the consideration of a conveyance of lands, parcel of the same manor, as the lands commuted or enfranchised, and subject to the same uses and trusts as the lands commuted or enfranchised shall be subject to at the time of such commutation or enfranchisement, or any right to mines and minerals in or under such lands, or any right to waste in lands belonging to such manor. The effect of the above section, therefore, is, that the considerations for commutation or enfranchisement of copyhold are extended, by ordaining that the release by a tenant to the lord of any right to mines or minerals may form and be a sufficient consideration.

The 3d section enacts—That if the consideration for a commutation, or enfranchisement, shall be wholly or in part the conveyance of a right to mines or minerals, it shall be lawful for the person empowered by the said Act to obtain such commutation, or enfranchisement, to convey such right to any mines or minerals which shall be fixed on as the consideration, either wholly or in part, for such commutation or enfranchisement, to the person commutting or enfranchising the lands, and his heirs, to the uses, and upon and for the trusts, intents, and purposes to, upon, and for which the manor of which such lands are parcel, shall be subject and held at the time of such commutation or enfranchisement. This clause merely details the uses and trusts upon which the right to the mines, or minerals, shall be held by the lord. It may also be here observed, that although by the above section the right to the mines, or minerals, must be within the same manor as the lands commuted or enfranchised; yet, as is hereafter shown, this restriction is removed by the 7th and 8th Vic. c. 35 s. 5.

The third Copyhold Act (7 and 8 Vic. c. 55) was passed in July, 1844, and is intitled, "An Act to amend and explain the Acts (4 and 5 Vic. c. 35, and 6 and 7 Vic. c. 23) for the commutation of certain manorial rights in respect of lands of copyhold and customary tenure, and in respect of other lands subject to such rights, and for facilitating the enfranchisement of such lands, and for the improvement of such tenure;" section 5 of which removes certain restrictions contained in the 6 and 7 Vic. c. 23 s. 3, and adverted to above by enacting that, in addition and to the provisions of the 4 and 5 Vic. c. 35, and 6 and 7 Vic. c. 23, or either of them, any commutation or enfranchisement may be made wholly or in part for

the consideration of a conveyance of any right to mines or minerals, although the said right so to be conveyed shall not be parcel of, or situate in or under, lands of the same manor as the lands so to be commuted or enfranchised, provided that the said right to such mines or minerals can be conveniently held with the same manor in the opinion of the copyhold commissioners, and are subject, so far as the difference of tenure may permit, to the same uses and trusts as the lands so to be commuted or enfranchised shall be subject to at the time of such commutation or enfranchisement, or to uses and trusts in correspondence with which the said lands shall be then settled at law or in equity; and that it shall be lawful for the person empowered by the aforesaid Acts to obtain such commutation or enfranchisement to convey the said right to mines and minerals to the person commutting or enfranchising the lands proposed to be enfranchised, and to his heirs, to the uses, and upon and for the trusts, intents, and purposes, to, upon, and for which, the manor of which the lands commuted or enfranchised are parcel shall be subject and held at the time of such commutation or enfranchisement, subject always as to any leases to which such lands may be subject to all the provisions of the 6 and 7 Vic. c. 23, in respect to lands therein permitted to be conveyed. There remains now but to discuss the last Copyhold Act (16 and 16 Vic. c. 51), passed during the last session of Parliament.

At the sittings of the County Court at Helston, last week, the case of *Capt. RICHARD BLIGHT and THOMAS HENRY JOHNS v. Capt. JOHN BENNETTS*, for recovery of 6s., for alleged injury done to certain mine materials belonging to the plaintiffs, came on for hearing. Plaintiffs complained that defendant had maliciously thrown into the shaft a winze tackle, which they had fixed over a shaft in Rinsey, in the parish of Breage, where they had been working, proving it by a witness who saw him do so; and it was admitted he had, but that plaintiffs had no right there, and were trespassers. Mr. FREDERICK HILL, on behalf of defendant, showed that a party of London gentlemen had expended thousands in Trevena Mine, and plaintiffs had thrown impediments in their way, to end which 1600 had been given them, since which they had set up a colourable right to the ground; their right, however, terminated in November last—Mr. NICHOLAS, the owner of the soil, then refusing to renew the grant to them. On the 5th May last he granted a license to Capt. JOHN BENNETTS—the ground to be wrought in connection with Wheal Helen, near Trevena. Extensive operations commenced, and plaintiffs again entered to work, claiming under the old expired license—a mere experiment to try and get a further sum of money from the shareholders. Capt. BENNETTS, on finding a tackle erected by them, knocked it down. Mr. JOHN NICHOLAS proved that the old grant had expired in November, and that he gave a new one in May to Capt. BENNETTS, who was in lawful possession from him, and plaintiffs had not a shadow of right there. His Honour being of the same opinion, nonsuited the plaintiffs.

We regret to notice that Capt. BLIGHT, the agent at Great Wheal Vor, who ought to protect the legitimate working of mining grounds rather than retard them, and "do as he would be done by," should thus expose himself to the eyes of the world before a court of justice, in support of such a shadowless claim: he ought to have known better, and acted otherwise.

The Director-General of the Post-office, in Paris, has given notice, that on the 3d November he will be ready to receive tenders of contract for supplying that department with 2,000,000 kilogrammes of coals (40,000 tons, English), for the use of their mail steam-packets at Calais, Marseilles, and the Mediterranean: the whole to be supplied during the ensuing twelve months, in certain portions. The competition for the contract is open to the French, Belgian, and English coal contractors. Hitherto, these annual contracts have had to be delivered at Calais, Marseilles, Civita Vecchia, Athens, Malta, Constantinople, and Alexandria, which has frequently caused litigation as to freightage; but this year, the French Government has wisely decided in making the mail-packet station of Calais the chief depot in the north for the English and Belgian coals, which will prevent much trouble, as well as jealousy, on the part of the French shipping trade, which has long complained of English vessels having had the whole of the conveyance of the contracts. The contract will be competed for on the part of the large coal proprietors of France and Belgium, who have ever been jealous of the preference shown by the French Government for our Wall's End and Welch coals, for the use of their steam navy and mail packets. In consequence of the facilities now afforded to the Government by the railways in the north and south of France, they can convey their own coals to Marseilles direct, at a trifling expense, and thus ship them to the ports in the Mediterranean as required. This new arrangement will, no doubt, give general satisfaction to the contractors.

In another column, will be found a notification that the Porthleven Harbour and Town (Mount's Bay, near Helston), a highly valuable and well situated property, is to be submitted for sale, by public auction, on Monday next, presenting one of the best openings for carrying on an extensive trade in the west of England that we are acquainted with. The whole is in a most effective state—an outlay of 80,000, having been incurred in making it complete in every respect. Business to a considerable extent was established there, many years ago, during the full working of the Great Wheal Vor Mine; but the partial cessation of that giant undertaking, the low price of tin (which drove thousands of the labouring population to quit), and a want of sufficient capital on the part of the individual who conducted nearly the whole mercantile trade of the place, caused business to dwindle down to a tithe of its capabilities, and at last drove him to vacate the place, and thus the port became neglected.

Matters are widely different at this moment. The remunerative value of tin has been the means of setting to work 24 mines in the immediate neighbourhood, including Halamanning and Croft Gothermal, St. Aubyn and Grylls, Great Work, Sidney Godolphin, Wheel Speedwell, Wheal Helen, Trevena, North and South Grenver, Nancegollan, Carbona, Trevanno, Wheal Fortune, Trannack, Lovel, Porthkellis, Wheal Enys, Trumpet Consols, Trevels and Trenethick, Wheal Oak, and Trevenen—several of which are paying large dividends to the shareholders, besides numerous new mines starting, more especially those around the Great Wheal Vor locality, and the certainty of that extensive and highly-productive concern being forthwith about resuming the working of her deeper levels. The number of steam-engines already at work, together with several in course of erection, and others constructing at the foundries, insure an immense consumption of coal, timber, iron, and other mining requisites, that are at present almost exclusively derived from Hayle, a distance of ten miles; the other nearest port being Gweek, four miles off—Porthleven being only half that distance.

The property is freehold, 28 acres, comprehending a large and well constructed pier, with cellars, wharves, and every other requisite; about 50 houses and cottages, three public-houses, with granaries, flour mills, baking-houses, limekilns, &c. The present conventional rents, 821 2s. 1d.; dues from vessels last year, 1221 6s. 2d.: all which are capable of being increased to ten times the amount, should it fall into the hands of parties having the requisite capital to carry on such a trade as the place is already capable of. It is incorporated under an Act of Parliament, which authorises the proprietors to levy toll on vessels and boats entering the harbour, with the usual means to compel payment.

In addition to trading with the mines, the consumption of coals for household purposes at Helston and the neighbourhood around is very large, and daily increasing, and the return freight of China-clay might be considerably extended. During the former working, Wheal Vor alone produced 175 tons of tin per month (full one-fourth of the tin raised in England), expending annually, for 25 years, an average of 58,637l. in money, independent of the large profits distributed among the shareholders in dividends. The present position of the mining interests at and around Helston, and within the compass of six miles, is such as to have called forth the notice of many of the chief mine proprietors, who see the necessity of establishing a commercial company, for the purpose of securing the best articles for consumption at the least possible cost, and thus share in the profits derived by the monopoly that at present surrounds them. Capital and enterprise is all that is needed. They, therefore, assuming that the entirety of Porthleven may be obtained on fair and reasonable terms, propose forming "The Helston and Porthleven Trading Company," in 400 shares, of 50l. each, preference being given in the allotment to the shareholders in the different mines already specified; the merchants, shopkeepers, and others, to have the option of taking the remainder, should there be any. This would give an influential character to the undertaking, and ensure an extensive and highly profitable trade; the connexion thus made would be the basis of reciprocal profit and convenience. A committee is appointed to watch the sale, authorised to treat; and, in case of their becoming the purchasers, the whole will be vested in trustees chosen by the

shareholders, and periodical meetings held. Mr. SOLOMON ROWE, of Porthleven, has undertaken the honorary duty of arranging preliminaries.

From our own knowledge of the property, and the mining capabilities that offer to support a trade to the extent contemplated, the numerous sets now established and at work, the large quantity of fuel they consume, and must continue to require, as well as other mining materials, in addition to the large quantities necessary for household purposes, and the facilities which offer likewise for shipment of large quantities of Cornish granite as back freight, we unhesitatingly give our unbiased opinion that the projected company deserves the support of one and all resident in the locality.

Although in the production of the most useful metals we take the lead of other nations, yet, in some cases, they are able to produce at a cheaper cost than we are, and this has been largely exemplified in the case of spelter. Notwithstanding we have large quantities of calamine and all the elements, we are unable to compete in that article with the manufacturers of Germany. We are led to make these remarks from the great rise which, within the last few weeks, has taken place in spelter, and which, by all accounts, is likely to continue, the market showing with firmness an upward tendency. It has been stated, that the cost of production in England is about 18s. per cwt.; and if spelter continues at its present rate, we should imagine a question might be raised as to the importance of opening our mines, availing ourselves of the deposits we possess (thereby developing another branch of mineral industry), and affording employment to hundreds. It may be argued, that the present favourable conjuncture of affairs is but temporary, that the market is liable to fluctuations, and that it would be unwise to embark in any dubious adventures on the value of a metal which has varied so much in price within the last thirty years. We are aware that in Prussian Silesia, from whence the largest quantity of the metal is obtained, that in 1822-25 the price was 10 thalers the cwt.; in the years immediately following it gradually fell, until the years 1831-35, when it was four thalers; in 1840 it had reached to the amount of 11 thalers at Breslau, but in the same year it fell to six; at the commencement of the French revolution it declined to between two and three thalers per cwt., but has since risen—the price in London being from 20l. to 21l. per ton. It may be interesting here to allude to the cost of production in Prussia, and we will take the Lydgonia Works as an example. These are royal, and obliged to smelt the national tenths, which all mines are compelled to pay, and composed of different sorts of ore. But as the smelting-works manufacture annually only about 90,000 cwt., and has at its disposition the dues of the 160,000, the less valuable lots are sold at the mouths of the mine, and only the better kinds reserved for smelting. The works are situated in the immediate neighbourhood of two rich coal mines, which produce the best coals in Upper Silesia, namely, the King's and Hedwig's shafts. Railways, on which one horse draws 20 tons, afford great facilities. The ton of coals cost (delivered) about nine silver groschen, the expense of carriage from the mine to the works, about three pfennings; altogether, the cost of the production of 1 cwt. of spelter at Lydgonia Works, including the value of calamine, carriage, and all other expenses, amount to 4 thalers and 17 silver groschen = 13s. 8d. sterling.

The production in Poland is estimated to be about 30,000 cwt. annually, which is raised for the most part in the former free state of Cracow. This is consumed partly in Austria; but, since railway communication has been more extended in Germany, some is sent through Silesia to the ports of Stettin and Hamburg. Large quantities are consumed by the Vieille Montagne Company, who, in addition to utilitarian purposes, have rendered it subservient to the arts. We apprehend, looking at the numberless purposes and the extended use to which zinc can be rendered available, that there is every ground to anticipate that the present remunerative rates will remain. We by no means would recommend reckless or adventurous speculation; but we think it is worthy of consideration whether it may not be a matter of prudence, as well as profit, instead of purchasing from our neighbours, to avail ourselves of the raw material we have on the spot, which, with our present appliances of machinery, fuel, carriage, &c., ought to be reduced as cheap as that of any country.

We have always an objection to canvass or make any comments upon a subject which is in course of investigation before the legal tribunals of the country; but there are some instances where a passing remark may not be out of place, and in these speculative times, it becomes our bounden duty, from time to time, to expose the various schemes which, under several disguises, are concocted to mislead and defraud the unwary. Companies are formed in the easiest manner; a bankrupt peer is obtained, two or three landless baronets, a city knight or two, with, perchance, some younger Irish scions of nobility, and the project is issued to the world as one of first-rate standing. But this is not always required; humbler names will sometimes do for the nonce; and men will be found vain and eager enough to put their names down as directors, even though they have not so much commercial knowledge as to understand "crossing a check." It would seem, that in the "Annual Bonus Life Assurance Society," which was started on the lottery system, according to the Art Union principle, that a certain physician advanced 100l. towards the expenses of the institution, was dubbed a director, and had his name entered, with L.R.C.P. attached to it. Having thus advertised himself, he did not find the end answer to his expectation, though, with the usual craft of the profession for fees, he did not forget to stipulate for 2l. 2s. each time he acted as director, to be further advanced to 3l. 3s. when he became chairman. What guarantee could any society have that it should be well managed, when one of its directors was so crudite, that when requested to send his check crossed, he "made his mark?" According to the statements at the Police-office, it would appear that, to complete his mercantile education, he had to pay 100l. for the detention of which, two of his brother directors are committed for trial. Whether they be innocent or not, remains to be proved; but the law must surely be very defective which allows, over and anon, these mushroom schemes to spring up and prey upon the public.

It has often been our painful duty to be forced to animadvert severely, not only on those who have the management of coal mines, but the work-people, who, in many cases by their own recklessness, immolate themselves; at the same time, we have pointed out the defects of the inefficient law for the protection of life in our collieries, and the limited power given to the Inspectors to prevent accidents; but we do not believe a greater disregard for human life, or contempt of the instruction of the Inspectors, was ever more palpably shown than in the case of the accident at the Bradshaw House Colliery, at Aspall, near Wigan, by which a boy was fatally injured, and two men dreadfully burned, one of whom was the underlooker, and the boy's father. He had previously been informed that the mine was in a dangerous state, owing to inefficient ventilation, yet he allowed one of the workmen to use a naked candle, and with his own hand, unscrewed the top off the lamp of the other, thereby leaving the light unprotected: the inevitable consequences followed. At the inquest, he swore that previous to so doing he had sought if there was any gas, and found none; though, in his own evidence, he stated the accumulation of gas was about five yards off from the place where the labourer was working with his naked candle. After the inquest, Mr. DICKINSON examined the mine, and found the ventilation most defective, he having received information to that effect on the 1st of February. Mr. WYNNE, on the 2nd of February, informed the worthy proprietor the danger he was daily running of an explosion, and that if a serious one did occur, not a man in the pit could be saved; he told him it was absolutely necessary another shaft should be sunk, or the mine abandoned, at the same time informing him it would be better than running the risk of a verdict of manslaughter; nothing had, however, been done. Mr. JOHNSON, the owner, professed not to have recollected promising any improvement, but did not deny it was demonstrated to him by Mr. WYNNE, that the colliery was in such a state that the lives of all were in imminent danger, and promised now to do anything by way of improvement. Notwithstanding all these facts, an obtuse Lancashire jury, regardless of the evidence, returned a verdict of "Accidental Death." And it is to their timidity or stupidity that Mr. WYNNE's anticipation of justice has not been realised, for in no case was it more richly deserved. We will make no further comments, but we would simply ask our readers if this unvarnished tale, developing as it does the cupidity and neglect of the owner, the incapacity of the underlooker, the carelessness of the men, the total disregard to the instructions of the Inspector, and stultification of the jury, does not prove that some alteration must be made in the law, and Inspectors have power stringently to carry out their orders; this can only be efficiently done by the appointment of sub-inspectors, who will see them effectually performed. We have reason to know that the Bradshaw House Colliery is but the type of a class; and it is fearful to calculate the amount of human lives that are hourly jeopardised in such hands as those above mentioned.

QUARTZ CRUSHING IN CALIFORNIA.

By the last advices from San Francisco, bearing date the 31st August, it appears that the most remarkable feature at present to be found in the gold-producing interests of that country is the great and constantly increasing use of quartz-crushing engines. So short a time has elapsed since gold was first discovered in such hitherto unknown quantities, that it is easy to recall to mind the various slow and progressive steps of science in aiding the unpractised efforts of the miner in these remote but fortunate regions. At first the roughest and most common implements were employed in the reduction of the rock; afterwards came the use of quicksilver; then the amalgamator, wherein this metal was applied upon new principles; and, lastly, great crushing-mills have been brought into operation, which have considerably increased the yield of gold. Some of the largest of these are endowed with an energy which enables them to reduce to powder from 40 to 45 tons of rock per diem. Machines of this size commonly employ from 20 to 24 men. The largest to be met with are about Nevada, in which region, when fortune is occasionally propitious, the amounts of gold extracted are almost incredible. On one occasion, after a 48 hours' trial, one of these mills turned out an amount of gold equal in value to \$6400. This result was said to have been a larger yield than the mill had before given, though it had been worked on the same spot over six weeks; and it was partly due to the crushing power of the mill itself, and partly to the use of a new amalgamator, numbers of which have been invented lately, and have attained a high pitch of perfection. It is impossible to read these accounts from California without feeling that even now we are only on the threshold of that mine of wealth which will presently be developed under further and more improved appliances of science. The quantity of rock crushed by the mills above described is definitely stated, but the number of horse-power employed in the operation is not named. We are only able to form a rough idea of the power from the context; and the fact that they are spoken of as "great" crushing mills, and that one of the "largest" reduces to powder from 40 to 45 tons of rock per diem, induces us to suppose them of no ordinary size, averaging, perhaps, from 20 to 60 horses. Such ponderous and expensive machinery as this cannot long hold possession of the gold districts; they must soon give way before more portable and effective contrivances. In a trial made a few days since with one of Baggs's new patent steam-stamps (and upon the accuracy of our statement our readers may rely), no less than 40 tons of coarse metal were crushed by a small 4-horse engine in 12 hours, though the steam entering the cylinder was considerably less than the power of two horses: 26 tons out of this quantity were reduced to a fine powder, and carried at once to the calcining furnaces; the remaining 14 tons were broken by the engine into small pieces, the size of a walnut, and were passed through a pair of rolls, in order to afford a comparison of effect. Although the rolls were working with a power of six horses, and that the metal was half crushed when delivered to them, they were unable to dispose of the 14 tons within the same period of time—12 hours! These facts speak for themselves, and will, doubtless, have an effect upon those who are now expending large sums in the purchase of crushing machinery of a more antiquated and less effective character. One of the principal gold companies, who have recently adopted the new patent stamps, will effect, according to their own calculation, a saving of many thousand pounds per annum, in dispensing entirely with the enormous amount of hand labour now required for reducing the large blocks of quartz to a size sufficiently small for the ordinary stamps heads. We also observe that one of Mr. Baggs's engines is advertised in another column for forthcoming exhibition in London; and the fact that it is to be erected and brought into practical operation at the new reduction works of Messrs. Johnson and Matthey, at Millwall, would seem to afford proof of the estimation in which its capabilities and usefulness are regarded by men of the highest practical standing in the mining world. In addition to these improvements for reducing the rock to powder, we happen to be ourselves cognizant of a new and most effective invention for the extraction of the gold therefrom, the particulars of which will in due time be made public. What effect these advances in science will exercise upon the gold-producing districts of California and Australia it is no very difficult matter to prognosticate.

ELECTRO-METALLURGY APPLIED TO ORNAMENTATION OF GLASS, CHINA, &c.—Mr. John Ridgway, of Cauden-place, Staffordshire, china-manufacturer, has recently patented certain improvements in the method or process of ornamenting or decorating articles of glass, china, earthenware, or other ceramic manufactures. In the specification of his patent, Mr. Ridgway states that his first object is to apply a new glass, which shall enable the metallic coating to adhere firmly, by capillary attraction, and give affinity for copper as a first coating. In pursuance of this, he first submits the article to an alcoholic solution, or a gelatinous solution. He then brushes over it an impalpable powder, composed of half carburet of iron, and half sulphate of copper. The article thus treated is then to be corroded by the fumes of hydro-fluoric acid. The article is then to be smoothed, by brushing it over with silver sand, or by the scratch-brush; but when the shape and nature of the article will not admit of this, it is to be plunged into a liquor, consisting of 6 parts sulphuric acid, 4 parts aquafortis, 3 oz. muriatic acid, and 6 parts water. Grease is to be carefully removed from the article, and a thin film of mercury is to be applied. The solution of copper consists of 1 sulphate of copper, and 4 filtered water. Suitable solutions for silvering or gilding are to be applied, in accordance with the practice of electrotyping. The claim is not for the solutions for coating as such, but for the application of "electrotyping," or electro-metallurgy, to the objects stated in the title, provided the articles be so prepared as to allow them to combine from an alloy with them.

THE VERNBERG COPPER MINES.—Amongst the investments of the present day, few offer greater advantages than copper mines of well established character, and whose direction is in the hands of men of business. The advertisement of the Vernberg Copper Mines in our columns of to-day, merits attention as combining these essentials. The mine of St. Josephberg has long been known amongst mining engineers for its productiveness, and the very rich character of its ores; which, at a depth of only 25 fms. below the surface, are from 30 to 50 per cent. One feature in the statement submitted appears to demand the particular attention of the public—viz., the comparative freedom of the mine from water, which it is well-known is the great element of working cost in mines. The purchase money is only in relation to the ore already discovered, and there is no reason to doubt that the mine will prove equally productive in depth, and form a source of profit to the shareholders for many years to come. Copper mines are always considered to increase in value in depth, and few in this country yield a depth of from 60 to 70 fms. is reached. The high respectability of the names of the gentlemen composing the council in London, one of whom we perceive is the late chairman of the celebrated Burra Burra Mine, is alone a sufficient guarantee to the public; but we would call particular attention to the fact, that no part of the purchase money is to be paid until the representations as to the position of the mine is verified to the satisfaction of the council, and if that should not be the case, the deposits will be returned, less a mere trifling share for expenses. This is as it should be: it at once shows the confidence of the parties forming the company, and the best guarantee that can be given. If promoters of companies would only come before the public in this way, there would not be so many complaints from parties who have been induced to invest their money in concerns of a doubtful character.

APPLICATION OF ANTHRACITE IN THE MANUFACTURE OF GLASS.—Mr. Chance, of Handsworth, has patented some important improvements in glass manufacture. The fuel hitherto used has been for the most part bituminous coal, but this evolves so much smoke as to produce an injurious effect on the colour of the glass manufactured; and it is with a view to prevent or obviate such injurious consequences that the present improvements have been devised. The furnaces for burning this description of fuel require to be very little altered from the construction at present in use. The fuel will be supplied by feed apertures, and suitable pipes must be added for introducing a blast of air, which blast may be created by fan or other blowers. The air may be heated by interposing a suitable heater between the blower and the furnace, but the heating is not considered necessary. The beds of the furnaces should be closed, which may be done by "loaming" over the grate bars, or by introducing a moveable plate beneath them; and the ash pit should be made deep enough to contain a considerable quantity of ashes. The pots are of the usual construction, and they should be placed on sieves elevated above the orifices of the blowing pipe to an extent that will admit of the flame being directed against the lower as well as the upper parts of the same.—*Claim:* The application of anthracite or stone-coal in the manufacture of glass.

NANTYLO IRON-WORKS, MONMOUTHSHIRE.—On the 16th instant, Mr. J. T. Wightman, mineral agent of the Aberystwyth Iron-Works, was presented with a valuable gold medal, bearing the following inscription:—"Presented to J. T. Wightman, Esq., by the Royal Victoria Lodge of Odd Fellows, Nantyllo District, as a proof of their esteem and regard for him, as a brother and officer; and also for promoting the true interests of his lodge." Mr. J. T. Wightman, on leaving Nantyllo a few weeks ago, was also presented with a valuable gold watch and chain by the collars at Nantyllo Iron-Works, as a proof of the high estimation in which they held his professional abilities, and also of the straightforward and upright manner in which he had conducted himself towards them.

IRON ORE.—A fine vein of iron ore has been found in the parish of Gossforth, the working of which commenced on Wednesday, with every prospect of success. The ore is rich, and the easy transit to the railway, or for shipment at Seaside, bids fair to make it a valuable speculation to the lessees, Messrs. Tyson, Ashburner, and Jackson.—*Whitehaven Herald.*

FLOODING OF A COAL-PIT.—The *Gloucester Herald* states that one day last week the miners in a coal-pit on the Johnstone estate struck inadvertently upon some old workings, the water from which immediately rushed in upon them with great violence. Although there were 28 men in the pit at the time, the whole succeeded in reaching the pit mouth in safety. The water then forced its way to the surface with great violence, and in such a large volume that it washed down about 30 yards of a stone wall on the railway, which for a considerable time was completely flooded in the neighbourhood of the station. A passage was at length cut for it, which allowed the water to flow into the canal.

NEW GENERAL THEORY OF THE TEETH OF WHEELS.

A correct mathematical process for setting out the teeth of wheels in such form as to obtain the greatest regularity of velocity and force, with the least possible amount of friction, is, necessarily, a complex problem, and treatises on the subject have, we believe, been but few, although the subject has been deeply investigated by our ablest mathematicians and engineers. The most popular work on the subject, during the past century is, we think, that of "Camus," published some 80 years ago. We have now before us a copy of a work (just published by Messrs. A. and J. Black, of Edinburgh), by Mr. Edward Sang, F.R.S.E., and Professor of Mechanical Philosophy in the Imperial School, Constantinople, under the above title, in which the method of research explained collects under one point of view all that was previously known of the theory of toothed wheels, bringing also to light new and important general principles, and guiding their application to the solution of problems which before could hardly have been entered upon. In the introduction, the author shows that this theory, involving from its very nature doctrines of contact and of variations, necessarily belongs to the higher department of the mathematics, and requires the assistance of the fluxional calculus. On this account it is impossible to render all the investigations intelligible to those who have proceeded no further than elementary algebra and geometry; when it was, however, found possible, the aid of the higher calculus has been dispensed with, and the results enunciated in a manner to be intelligible to the great bulk of engineering students. The study of the proper form for the teeth of wheels is forced upon us by their frequent occurrence in machinery. In the earlier machines it was considered enough that one tooth had not ceased its action until another had become engaged; but as wheel work came by degrees to be applied to more and more delicate purposes, a relative uniform motion of the two axes was found desirable. In 1674, Römer, the celebrated Dutch astronomer, proposed the *epicycloid* as the proper form for the tooth; and since that period this curve and its obvious extension, the "involute of the circle," have been regarded as the true forms of the teeth of wheels. The author shows that, although these curves satisfy geometrically the condition of contact, they are far from satisfying the wants of the machine maker. In each of them are points of reflexure, which separate the curve into branches, whose convex and concave sides are alternately turned to the action, so that the tooth which has glided along the convex branch effaces, by its subsequent motion, all traces of the concave one. Hence arises the necessity for compounding the outline of the wheel from parts of heterogeneous curves, often presenting awkward junction, and at all times impeding the application of general formulae. However carefully the parts of two curves may be run into each other at their point of junction, there must always be some abruptness in the transition from one to the other; and although their extremities agree in direction so as to have one common tangent, their curvatures may be different; and even though their osculating radii be alike, the laws according to which their curvature changes cannot be so. The only way, therefore, to obtain the character of smooth transition in every possible respect is to have one analytic curve along the whole outline, and exclude even all those whose osculating radius at any time becomes zero. In the body of the work we have fully treated on the various problems of the law of contact, straight path, the hour-glass curve (the shapes obtained from which are demonstrably the simplest analytic forms which can satisfy the condition of contact and permutability), number of contacts from one to eleven, description of the mode of cutting wheel teeth, permutability, the involute, the truncated involute, circular and elliptic orbits, friction, and a general review on the action of trains of wheels. There is a series of tables of logarithms for the calculation of any number of contacts up to 11, for the hour-glass curve, and the truncated epicycloid, and 51 engraved plates of the various mathematical formulae necessary, and which are referred to in the work. As regards type, paper, and getting up, the volume is unexceptionable, and will prove, we have no doubt, a valuable addition to our mathematical engineering libraries.

STATISTICS OF GOLD.

Value of the pound troy of gold at the following different periods was—

| Years. | Value. | Years. | Value. |
|--------|---------|--------|---------|
| 1844 | £15 0 0 | 1849 | £24 0 0 |
| 1845 | 13 0 0 | 1850 | 40 10 0 |
| 1847 | 13 0 0 | 1856 | 44 10 0 |
| 1848 | 16 18 4 | 1858 | 46 14 6 |
| 1849 | 20 16 8 | 1857 | 46 14 6 |
| 1856 | 27 0 0 | 1852 | 46 15 6 |

he latter is the price at which fine gold still continues, the standard being 37. 17s. 9d.—As large as the receipts of gold are in Great Britain and the United States, the demand for the article in other parts of the world with which commercial intercourse exists will cause a large export of it, to equalise balances, so that no very great or undue proportion can long remain in the exclusive possession of any one civilised nation. From 1850 to June, 1851, the Bank of England issued 5,500,000 sovereigns; and yet so great is the demand for British coin, to supply exchange, &c., that notwithstanding the Royal Mint, since November, 1851, to August, 1852, has coined 3,500,000 sovereigns and half sovereigns, the production cannot keep pace with the demand; this, at least, will tend to maintain the standard of value. A remarkable fact was announced in last week's *Mining Journal*—viz., that sovereigns at Adelaide, South Australia, bore a premium of 7d. each. The following table gives the coinage of gold and silver at the Royal Mint for a series of years:—

| Reign. | Years. | Gold. | Silver. | Total. |
|------------------|--------------|------------|------------|------------|
| James I. | 22 | £3,666,389 | £1,807,277 | £5,473,666 |
| Charles I. | 35 | 3,465,188 | 9,776,544 | 13,241,732 |
| Charles II. | 22 | 4,177,253 | 3,722,180 | 7,899,433 |
| James II. | 12 | 2,115,679 | 2,115,115 | 4,230,794 |
| William and Mary | 12 | 2,314,859 | 7,098,674 | 9,413,533 |
| Anne | 12 | 2,484,331 | 6,018,212 | 8,502,543 |
| George I. | 14 | 6,492,876 | 233,045 | 6,725,921 |
| George II. | 27 | 11,662,215 | 304,360 | 11,966,576 |
| George III. | 61 | 75,753,443 | 6,926,765 | 82,780,208 |
| George IV. | 9 | 36,147,700 | 2,216,168 | 38,363,868 |
| William IV. | 7 | 14,000,000 | 2,306,000 | 16,306,000 |
| Victoria. | 1837 to 1841 | 4,891,610 | 889,129 | 5,780,739 |
| | 1842 to 1847 | 29,885,457 | 2,440,614 | 32,326,071 |

The total coinage for 32 years, ending in 1847, was—Gold, 90,029,883*l.*; Silver, 13,590,000*l.*; Copper, 248,210*l.*

MALICIOUS OBSTRUCTIONS AT SAUCHE FIRE MINE.—We have a printed notice before us, by the Procurator Fiscal of Clackmannanshire, offering a reward of 10*l.* for the discovery of the perpetrators of most malicious and dangerous obstructions to the operations at the Fire Mine, at Sauchie. Within 10 days the steam-pipes have been carefully unsewered at night, and strongly plugged, which in the first instance burst the pipes, and detained proceedings for two days. These are not the first of such daring obstructions to this important work. Last year, there are good grounds for belief, most desperate, and unfortunately successful, acts of hostility were perpetrated, that more than accomplished their wicked designs. It is hoped that the official authorities in this case will be able to detect the malicious offenders.

WEST PAR CONSOLS.—A very influential company has been formed for working this valuable property, which is situated in the parish of St. Blaise, Cornwall, and is immediately surrounded by the Charlestown United, Great Crinnis, Pembroke and East Crinnis, Par Consols, West Mount, and Great Fowey Consols Mines, from all of which ores of the value of 5,000,000*l.* sterling have been raised and sold within the present century. The West Par set is large, extending about 500 fms. by 900 fms., and adjoins, and is bounded by, the East Crinnis, Par Consols, and West Mount Mines, and is traversed by all their lodes, being upon their continuation that the West Par is worked, in which property they are also intersected by the Great Crinnis cross-course. In the vicinity of this cross-course large quantities of ore have been found in the lodes intersected by it, in the mines immediately south of West Par Consols, and it is believed it will be found to exercise a similar beneficial influence in these mines. The united profits of Par Consols, Pembroke and East Crinnis, and Great Crinnis Mines have been 741,440*l.* At West Par an adit level is driven 140 fms., and intersects four parallel lodes, and also the great cross-course referred to, at about 20 fms. depth. The main lode is 14 ft. wide, and of a very pure character. The engine-shaft is 55 fms. from surface, but none of the lodes have yet been seen under the adit level. The depth of the shaft under the adit is about 32 fms., and it is intended to continue the sinking, and drive cross-cuts, to intersect the lodes at 40 fms. and 52 fms.; and as the shaft is only 60 fms. west of the great cross-course, there is every probability of rich discoveries being met with in these drivings. To carry out this object, there is an excellent 63-in. cylinder steam-engine erected, of sufficient power to drain the mine to a very considerable depth. An account-house, smith's-shop, timber-house, &c., and all the necessary surface works are completed, so that no delay will take place in prosecuting the underground operations with vigour. An experimental shaft has been sunk to the depth of 16 fms., at about 30 fms. east of the cross-course, which has laid open a very large and fine lode, composed of excellent quartz, strongly impregnated with manganic and copper ore, and which evidently improves in depth. The workings in the Par Consols have drained this lode, so that the water stands at 15 fms. below the surface. The workings here can be carried on by connecting flat-roads from the engine with the shaft, which will be immediately sunk 20 or 30 fms. deeper, and then levels driven east and west on the course of the lode, which will, no doubt, prove very successful, from the exceedingly promising character of the lode near the surface. This part of the property is a most valuable addition recently made to the set. The property has been inspected by a number of practical men, who speak in the strongest terms of the undertaking, one of whom states—"If you find a capital of 5000*l.*, or 6000*l.*, and spend it well, it will be sufficient to show the property worth 100,000*l.*, and, very probably, double that amount. At any rate, this mine is but an investment, being virgin ground, in the best locality in the county, so far as the lodes have been explored, and there is never such advantages connected with mining as at the present day. We have all the improvements of machinery, and low prices for materials, and the demands for mineral are very great." The capital of the company is in 25,000 shares, of 1*l.* each, and we understand that a very large proportion has been subscribed, and the remainder are likely to be taken without an appeal to the public.

MANUFACTURE OF IRON.—Mr. John F. Winslow, ironmaster, of Troy, New York, has patented some improvements in machinery for blooming iron, which consist in combining the use of the hammer with the machines for blooming iron, by pressure between rollers, by which the advantages of both these methods of working are secured, without the attendant defects of either. The hammer may be combined with any species of rolling machinery, but Mr. Winslow has shown it applied to rolling metal of his own invention, patented in England, and October 14, 1847, in the name of Mr. A. V. Newton. The hammer may be worked by cams, or by a steam cylinder, or other means capable of imparting to it a rapid reciprocating motion, so as to cause it to give to the iron under operation a rapid succession of sharp smart blows.—*Claim:* The application of a reciprocating hammer to machinery for blooming iron operating by a rolling pressure, whereby impurities are more effectually removed from the iron, and the metallic mass consolidated and condensed.

A NEW LOCOMOTIVE.—The *Washington Intelligencer* says, Mr. William D. Arnett, of Iowa, has made certain improvements in the locomotive, by which it is adapted to running on plank or Macadamised roads. As far as we can judge from an examination of his plan, its chief novelty appears to consist in the arrangement of the driving wheels, and in connection therewith a rotating platform, which receives motion from the driving wheels, and operates in such a manner as, to a considerable extent, increase the speed of the locomotive, by increasing the tractive power of its driving wheels, and also so to operate as to prevent them from cutting or otherwise injuring the road. This locomotive in form resembles those in common use, having a steam-boiler, cylinders, and other necessary appendages. It has a steering apparatus of novel construction, by which the pilot can, by the turning of a wheel, give any desired direction to the locomotive in the shortest possible time. The design of this locomotive is to draw any suitable number of conveniently constructed vehicles, and to connect with a railroad to receive passengers or freight, and convey them to distant towns or villages, where it is not so impracticable to construct a railroad, but where travelling and business are not without support. The improvement seems admirably fitted for the western portions of this country, and especially the immense prairies which are now being laid with plank roads. It would seem also to be adaptable to agricultural purposes, by simply connecting therewith a line of ploughs; or for driving machinery for various purposes, by supporting the locomotive upon a pair of wheels situated on either side of the driving wheels, and using one or both of the latter to communicate the power of the engine through a band, or otherwise, to the machine to be driven.

LONDON AND NORTH-WESTERN AND MIDLAND COUNTIES RAILWAYS.—Special meetings of these companies are to be held on the 3d of November, to consider and approve, or otherwise, a proposal for the union of the London and North-Western and Midland Railway Companies, and, if so determined, to authorise an application to Parliament for an amendment of the charter of the London and North-Western Company, and to the 30th of June last by the London and North-Western Company amounted to 29,574,697*l.*, and by the Midland to 17,093,107*l.*, making 46,667,804*l.* The revenue for the year ending the 30th June of the former company, amounted to 2,675,475*l.*, and of the latter company to 1,281,647*l.*, together 3,957,122*l.* The working and other expenses, rates and taxes, amounted to 1,537,422*l.*, leaving 2,419,700*l.* to meet guarantees, preference charges, interest on loans, and dividend on ordinary capital of both companies. The amount of capital and loan authorised to be raised by the two companies is 50,048,760*l.* The aggregate length of railway already constructed by the two companies and in operation is 1039 1/2 miles.

AMERICAN RAILWAYS.—It appears from the latest accounts that there are upwards of 18,000 miles of railway completed and in operation in the United States. The average additional construction is calculated at the rate of 10 miles a day, and this rate of progress is expected to continue for five years. The average cost per mile is from 3000*l.* to 3500*l.*, with rails of 60 lb. per yard, and a traffic of 10*l.* per mile is reckoned to give a return of from 6 to 8 per cent. The lines of New England are said to average 6 per cent; the New York Southern and Westerns pay from 7 to 8 on bonds, and earn from 10 to 20 per cent. The whole of the railway investments of the United States for the present year are estimated at over 7 per cent. on the aggregate capital. New lines are being constructed crossing the Alleghenies and onward to the west, the Mississippi, and Pacific, and a line is in progress from St. Louis, what the Americans call the "vege of the continent," 1300 miles to Missouri. The express speed on the Hudson River Railway is said to be at the rate of 50 miles an hour; the train from New York to Albany running the 181 miles, including four stoppages, in three hours and a minute.

GREAT CONSOLIDATION OF AMERICAN TELEGRAPHS.—All the telegraph lines in the west, north-west, and south of America have just united their undertakings under the title of the National Telegraph. This union embraces 17 lines, representing 10,824 miles of telegraph, the chief office being in Cincinnati; and these 10,824 miles connect indirectly with wires extending over thousands of other miles to every city and leading town in the States. The report of the Cincinnati and Louisville Telegraph Company contains some curious statistics illustrative of the value as an investment of the telegraph in America. It appears that in one year they paid three dividends of 3 per cent. each, with one quarter's dividend retained for building; the dividends being 1850 for 1850 was \$2,270, expenditure, \$3,513; paid on connecting lines, \$24,788; together, \$26,058, leaving a residue of \$15,476. The total number of despatches recorded was 364,550.

THE ELECTRIC TELEGRAPH.—The Telegraph Company have completed their line from Exeter, carrying the wires to a central station between the towns of Plymouth, Devonport, and Stonehouse, and to the residence of the Port Admiral at the Dockyard. The submarine Telegraph Company, after encountering some opposition from the railway company, carried the wires for their land line from London to Dover, under the permanent way of the South-Eastern Railway at Canterbury, and the line, it is understood, will be united with the submarine cable at Dover in about two weeks, thereby giving an uninterrupted route by overland and submarine telegraph from London to Paris, and about 200 of the cities and towns of Europe. The telegraph between Paris and Bordeaux, 300 miles, is now open, the charge for despatches of 20 words being between 9*h.* and 10*h.* The amalgamation between the Electric Telegraph and the Irish Submarine Telegraph Companies, has been formally ratified. There are to be four directors of each company to manage the affairs—the Electric Telegraph Company taking 16,000 out of the 20,000 shares. The manufacture of the submarine cable to be laid down between Dover and Newport is nearly completed, and that to be laid down between Lowestoft and the Dutch coast is to be immediately commenced. Messrs. Newall and Co., the wire rope manufacturers, have been again unsuccessful, in an attempt to lay down a submarine telegraph cable between Portpatrick and Donaghadee for the Magnetoelectric Telegraph Company. This is the third undertaking of the kind across the Channel, and the second at the same point, all of which have proved failures. The last attempt is the more to be regretted, as the contractors had got within about seven miles of the Irish coast, and were, when they found they could not reach the land, making arrangements to mark the end of the rope with buoys, when it slipped away from them, and sank in deep water. The total extent of telegraph in England is nearly 4000 miles, representing an outlay of about 300,000*l.* The total amount of wire laid down for the purpose is upwards of 4,000,000 yards, and the total number of telegraph posts somewhere about 100,000. The staff of employes may be taken at upwards of 800 persons.

ALBION PORCELAIN AND BLEACHING CLAY COMPANY (St. Enoder).—The progress of the works of this company is most satisfactory. A steam-engine has been purchased at a very reasonable price, and is now in course of erection; and the washing pits, drying-houses, and other buildings are nearly completed. It is expected that the third undertaking of the kind across the Channel, and the second at the same point, all of which have proved failures. The last attempt is the more to be regretted, as the contractors had got within about seven miles of the Irish coast, and were, when they found they could not reach the land, making arrangements to mark the end of the rope with buoys, when it slipped away from them, and sank in deep water. The total extent of telegraph in England is nearly 4000 miles, representing an outlay of about 300,000*l.* The total amount of wire laid down for the purpose is upwards of 4,000,000 yards, and the total number of telegraph posts somewhere about 100,000. The staff of employes may be taken at upwards of 800 persons.

SULPHUR.—At the sitting of the German Association for the Advancement of Science, held at Wiesbaden, Dr. Zimmerman, of Hamburg, read a communication. On a recent deposit of sulphur near Hamburg. The construction of a new sewer, the workmen were so impeded by sulphuretted hydrogen gas, that they were at times unable to continue their work. It was found, on examination, to proceed from a soil saturated with sulphur and gypsum. It was ascertained, on further inquiry, that the ground was artificial, and that on the spot some thousands of pirates had been massacred and buried by the citizens of Hamburg. The sulphur was the result of the decomposition of their bodies acting upon the sulphate of lime in contact with the matter discharged from the sewers. Immediately above it were found many hundredweights of human bones, and also, much adipocere.

THE DUKE OF WELLINGTON'S FUNERAL.

BEST VIEW OF THE PAGEANTRY.—COMMODOUS SITTINGS are being prepared, which will afford an UNSUPERSTED VIEW OF THE PROCESSION attending the FUNERAL OF HIS GRACE THE DUKE OF WELLINGTON. Preference Seats, 2*s.* each.—Application for Tickets to be made at the office of the *Mining Journal*, 26, Fleet-street.

THE NEW STEAM STAMPS, FOR CRUSHING GOLD QUARTZ AND METALLIC ORES—(BAGGS'S PATENT).

These powerful MACHINES are now TO BE HAD AT A SHORT NOTICE, and of any size, from horse-power, from 2 to 20, to 100, and upwards, and are addressed to Mr. ISHAM BAGGS, at the office of the *Mining Journal*, 26, Fleet-street. The following Testimonial of the power and efficacy of these engines is from the manager of one of the smelting establishments in South Wales, where steam stamps, of moderate power, under this patent, have been for some time in operation:—

TO ISHAM BAGGS, ESQ., LONDON.
DEAR SIR,—In reply to your letter of inquiry about the action of your Patent Stamping Machine, I beg to say, that I have now had it fully at work for two months; the quantity of coarse metal it will crush with ease is about 30 tons in 10 hours—about two-thirds is crushed fine, the remainder is reduced to a second time, to reduce it to the same fineness. The steam used is very little, and the crushing force very great; large lumps of the metal (which is very hard) are immediately broken down—when I say large, I mean lumps as big as ordinary paving stones. I am now putting up the second machine which you sent me, and have no doubt it will give (as the first has already done) entire satisfaction. I am quite convinced that the principle is excellent, and I am sure of any other mode of crushing.
I am, yours, &c.,
ALFRED TRUMAN.

Splitty Copper Works, Llanelli, July 23, 1852.
The patent stamps may be used with atmospheric pressure, through the medium of a water-wheel or other prime mover. The application is extremely simple, very powerful, and where a motive-force is ready at hand, the machines cost less than when steam is employed.

NOTICE.—THE NEW STEAM STAMPS (BAGGS'S PATENT).—In reply to numerous inquiries, the inventor begs to state, that an ENGINE, under the above patent, is now being manufactured FOR THE PURPOSE OF PUBLIC EXHIBITION IN LONDON; and in the course of a week or ten days it will be finished, and may then be seen in daily operation, crushing cargoes of gold quartz on the banks of the Thames. Due notice will be given of its erection, and every facility will be afforded the public for testing its powers and capabilities.—All communications and enquiries addressed, in the meantime, to Mr. ISHAM BAGGS, at the office of the *Mining Journal*, 26, Fleet-street, will meet with prompt attention.
* A NUMBER OF THE PATENT STEAM STAMPS, from one to half-a-dozen, can be had within two months from the date of order.

THE GOLD SEEKERS' CHEMICAL BLOW-PIPE CASE.—This case contains all the necessary tests and apparatus for the qualitative analysis of most of the mineral substances to be found at the gold diggings. Price, with Guide, 2*s.* 1*s.* and 3*s.* 1*s.*

Also, CHESTS containing the necessary TESTS and RE-AGENTS for the ANALYSIS OF GOLD, SILVER, and OTHER ORES in the humid way. Price, 5*s.* 6*d.* Blaud and Long, chemical and philosophical instrument makers, and apothecaries chemists, 153, Fleet-street, London.

LONDON AND NORTH-WESTERN RAILWAY.—CONTRACTS for STORES for the year 1853.—The Directors are prepared to receive TENDERS for the SUPPLY of the undermentioned STORES, viz.:

| No. of Contract. | No. of Contract. |
|---|---|
| 1. Brass sheet and tubes for locomotives. | 19. Lead, white and red. |
| 2. Copper. | 20. Lead, sheet and pipe. |
| 3. Canvas. | 21. Iron, Yorkshire. |
| 4. Carpet and rugs. | 22. Iron, Staffordshire. |
| 5. Cloth. | 23. Iron, pig. |
| 6. Coals. | 24. Iron castings. |
| 7. Crucibles. | 25. Iron work. |
| 8. Curled hair. | 26. Wheels. |
| 9. Carriage furniture, brass. | 27. Oil, burning, &c. |
| 10. Colours. | 28. Oils (various), tallow, & turpentine. |
| 11. Drysalt. | 29. Oil cloth. |
| 12. Coach trimmings. | 30. Steel. |
| 13. Cotton waste. | 31. Steel springs and files. |
| 14. Bags, rope, hemp, &c. | 32. Tin sheet and spelter. |
| 15. Glass, plate. | 33. Varnishes. |
| 16a. Glass, various. | 34. Various articles not included in other contracts. |
| 17. Hardware. | 35. Hats. |
| 18. Brushes and pencils. | 36. Caps. |
| 19. Leather. | |
| 20. Leather, various. | |

Specifications and forms of tender may be had on and after Wednesday, October 20, on application in writing to the secretary, Euston Station, London. Forms of tender for each contract are printed separately, and parties applying should state the particular contract or contracts for which they propose to tender.

Patterns may also be inspected on and after Wednesday, October 20, from Ten till Four o'clock, at the Company's pattern-room, Euston Station, and any further information required may be obtained on application to the heads of the several departments. Tenders to be sent in on or before Ten o'clock on Wednesday, November 3d.

By order of the Directors, CHAS. E. STEWART.
Euston Station, Oct. 9, 1852.

STROOD, CANTERBURY, AND DOVER RAILWAY, WITH BRANCHES TO MAIDSTONE, FAVERSHAM QUAYS, AND CHILHAM.

Capital £1,500,000, in 30,000 shares, of £50 each. Deposit £2 10s. per share. 6s. of which will be held liable for expenses; and the remaining £2 4s. returned to the shareholders if the Act of Parliament be not obtained.

Under the approval and support of the following amongst other landowners and Members of Parliament in Kent:—

The Right Hon. Lord Sondes.
The Right Hon. Lord Harris.
Sir E. C. Dering, Bart., M.P.
Sir Brook Bridges, Bart.
Sir Richard Tufon, Bart.
E. B. Rice, Esq., M.P.
H. P. Glips, Esq., M.P.
The Hon. H. Butler Johnstone, M.P.
Sir T. Herbert Maddock, M.P.
The Hon. Francis Villiers, M.P.
Admiral D'Aeth, Knowlton-park.
M. Bell, Esq., Bourne-park.
J. W. Stratford, Esq., Addington-place.
S. G. Lushington, Esq., Norton-court.

PROVISIONAL DIRECTORS.
The Right Hon. STEPHEN RUMBOLD LUSHINGTON—CHAIRMAN.
DAVID SALOMONSON, Esq., Alderman, Deputy-CHAIRMAN.
PHILIP BLYTH, Esq., Upper Wimpole-street.
G. T. BRAINE, Esq., 1, Royal Exchange-buildings.
C. J. HILTON, Esq., Faversham.
CHARLES LUSHINGTON, Esq., 9, Mansfield-street.
EDWARD TWOPENY, Esq., Woodstock.
Sir JOHN TYLDEN, Milled.

(With power to add four directors to their number).
ENGINEERS—John S. Valentine, Esq.; William Mills, Esq.
BANKERS—The London and Westminster Bank, Lombury.
BROKERS—Messrs. Sheppard and Son; Messrs. George Burnand and Co.

Messrs. Hodgson, Concanen, and Noyes, 5, Lincoln's-inn-Fields.
Messrs. Fearon and Clabon, 21, Great George-street, Westminster.
Messrs. White and Borrett, 10, Whitehall-place.

The necessity of a railway through North Kent to Dover has never been denied, although the question whether it should be made by the owners of the existing Kentish lines, or by an independent railway company, has been much contested.

In 1845 and 1846, the South-Eastern Railway Company, and the North Kent Railway Company, with Sir I. L. Goldsmid as chairman, and Mr. Vignoles as engineer, promoted distinct lines to Canterbury and Dover. A preference was given to the South-Eastern Company, but the circumstance that they had not then completed the purchase of the Gravesend and Rochester line, induced Parliament to confine the grant to a line to Gravesend, on the pledge by the South-Eastern Company that power should be applied for in the next session to continue the line.

The South-Eastern Company in the next session did apply for power to continue the line to Chatham, near Canterbury; but the Duke of Wellington, being of opinion that the bill, as received from the House of Commons, was imperfect, moved that it be referred to the Railway Commissioners, to state their opinion of the expediency of a line of railway from the metropolis and the Government establishments to Canterbury, and thence direct to Dover and Dover Harbour, so as to avoid the present circuitous and exposed course in front of the cliffs between Folkestone and Dover.

The order of reference was made, and the commissioners reported—"That it was expedient that another line of railway should be constructed, by which Dover and Dover Harbour may be connected with the metropolis and the Government establishments, without being dependent on the present exposed portion of railway between Folkestone and Dover."

Before the report of the railway department was received, and could be considered, the South-Eastern Company gave notice, under the regulations made by the Houses, at the instance of Lord Brougham, that it was not their intention to proceed further with the bill that session.

The non-revival of the bill in the following session of Parliament in 1848—the open opposition which has since been given by the South-Eastern Railway Company to every project for railway extension through North Kent, and the recent declaration of the chairman of that company, in his published letter to Lord Sondes, that "the proposed scheme is simply a branch railway of unremunerative investment, and that it is essentially local, and will remain so—certainly for many years, and perhaps, for ever"—having rendered it apparent that they have no intention of making the line in question, this company is formed for the purpose of submitting the line recommended by the Duke of Wellington and the Commissioners of Railways for the consideration of the Legislature.

The proposed line will leave the North Kent Railway at Strood, and passing through Rochester, Chatham, Brompton, and Gillingham, will continue by Rainham and Newington to Milton and Sittingbourne, and thence by Faversham and Canterbury to Dover. There will be branches to Maidstone, Faversham Quays, and Chilham. Running powers will be taken over the South-Eastern lines from London to Strood, from Canterbury to Ramsgate, Margate, and Deal, and from Chatham to Ashford.

The length of new line from Strood to Dover will be 44 miles, and from Strood to Maidstone 11 miles, making the distance to Canterbury 55, to Dover, 74, and to Maidstone, 42 miles; giving a line where none now exists to North Kent, and effecting a saving of 22 miles to Canterbury, Ramsgate, Margate, and Deal, and of 14 miles to Dover and Maidstone. The total length of new line will be about 60 miles.

The necessity for the line and the traffic will be proved by the evidence formerly adduced by the South-Eastern Railway Company, and Sir I. L. Goldsmid's Company, confirmed and strengthened by observation of the existing traffic. Strood, Rochester, and Chatham, with a population of nearly 50,000, will be connected with Maidstone, whose population is 20,000, Canterbury, with 18,000, and the watering-places of Ramsgate and Margate, with an ordinary population of 30,000, Deal and Walmer of 10,000, and Dover of 20,000. The metropolis will have a more direct, and therefore a quicker and cheaper route to the several last-named places, as well as to the continent. Numerous omnibuses between Strood and Canterbury, now complete for the passenger traffic; and this alone, as has been ascertained from careful inquiry, would pay for a line between those towns. This country is very populous—the land rich, and in high cultivation—hops and fruit are largely grown.

All these considerations had no doubt a large influence upon Mr. Macgregor, when he made the following declaration in the Guildhall of Rochester, on the 8th March, 1847, in addressing a meeting there:—

"I think that the importance of a perfect railway communication with the city of Rochester cannot be over-rated, situated as it is on a great navigable water, and in connection with the great arsenals of the country; in that direct line of communication with the continent of Europe, which has been established from the time of Cæsar to the time of Wellington."

"The best guarantee that I can offer you that the line from London to Woolwich, Gravesend, and Strood, which we are now constructing, and that from Rochester to Chatham, if granted to us, will be speedily completed, is, that we have a perfect conviction that this line of railway, when opened for public use, will be the most remunerative property that we shall possess. It will pass through the most populous part of the United Kingdom in a straight line. I know that in my own county of Lancashire, there are parts which, if surrounded by a circle, would be found to contain a greater number of inhabitants in the area enclosed than any other part of the kingdom; but, taking a straight course, this North Kent line is the most populous part of the kingdom. We have the most perfect conviction that the North Kent will be our most remunerative line."

The line will form an important adjunct to the national defences of the country. It will give a communication direct, and not exposed to bombardment from the sea, between the fortifications of Dover and the metropolis, the barracks of Canterbury, and the barracks, arsenals, and dockyards of Chatham, Woolwich, and Deptford. The safe conveyance of troops and artillery to the coast will be secured.

Looking to the great saving of time and distance, and the character of the country through which the proposed line will pass, no doubt can be entertained that it will prove advantageous to the public, and highly remunerative to the shareholders.

The construction of the line, including land and stations, can be guaranteed at a sum less than the capital, leaving a margin for contingencies.

Applications for shares to be made to Messrs. Sheppard and Sons, Threadneedle-street; and Messrs. George Burnand and Co., Cornhill.

FORM OF APPLICATION FOR SHARES.

To the Provisional Directors of the Strood, Canterbury, and Dover Railway.

GENTLEMEN,—I request that you will allot me shares of £25 each in the above railway, and I hereby undertake to accept the same, or any less number you may allot me, and to pay the deposit of £2 10s. per share thereon, and to sign the Parliamentary Contract and Subscribers' Agreement when required.

Dated this day of _____

Name in full _____
Place of business or profession _____
Residence _____
Business or profession _____
Signature _____

GREGORY'S HOTEL, No. 29, CHEAPSIDE, LONDON.

Bed, 1s. 6d.; Bath, 1s. 6d.; Servants, 3d. per day. Omnibuses to and from all the Railway Stations set down at the door.—Gentlemen connected with the MINING INTEREST are particularly invited to patronize this Hotel.

WELLINGTON GREGORY, Proprietor.

STAINES AND WOKINGHAM, AND WOKING JUNCTION RAILWAY.—(Provisionally registered).

TEMPORARY OFFICES.—No. 5, LINCOLN'S-INN-FIELDS.
Capital £300,000, in 15,000 shares of £20 each.—Deposit £2 2s. per share.

PROVISIONAL DIRECTORS.
JAMES GARRARD, Esq., Pinner-place, Watford—CHAIRMAN.
J. E. COOK, Esq., The Hermitage, Woking.
H. R. ELLIOTT, Esq., Binfield-park.
J. LEVISON GOWER, Esq., Bill-hill, Wokingham.
ROBERT WILLIAM KENNARD, Esq., Thames-street.
WILLIAM REED, Esq., Hanworth, near Hounslow.
(With power to add to their number.)
ENGINEER IN CHIEF—J. M. Rendel, Esq., F.R.S.
ACTING ENGINEER—John Gardner, Esq.
SOLICITORS—Messrs. Hodgson, Concanen, and Noyes.
BANKERS—Messrs. Heywood, Kennards, and Co.
BROKERS—Messrs. R. and J. Sutton. | SECRETARY (pro tem.)—H. J. Noyes, Esq.

This company is formed for the purpose of obtaining an Act of Parliament to authorise the construction of a line of railway, commencing by a junction with the Windsor branch of the South-Western Railway at Staines, and passing through or near to the following amongst other places:—Egham, Englefield Green, Virginia Water, Sunning Hill, Bagshot, Ascot Heath, Bracknell, Binfield and Warfield, terminating by a junction with the Reading, Guildford, and Reigate Railway at Wokingham, with a branch line, commencing by a junction with the main line near Long Cross, and passing near Chobham, terminating by a junction with the London and South-Western Railway at Woking.

The line is an inexpensive one, the estimate for construction based on a conditional contract, already taken by a responsible contractor, together with the cost of land and expenses—being £13,000 per mile for a double line. It will open one of the most delightful neighbourhoods in the vicinity of London; and it is only necessary that this country should be known to make it a favourite and popular resort.

The great facility for the transit of goods to and from the Docks, and for men of business to and from the City, puts it beyond a doubt that the company will receive its fair share of the Reading traffic, which it may be assumed with confidence will amount to £500 per week. This amount will have to be divided between the lines it passed over—namely, the Reading, Guildford, and Reigate (between Reading and Wokingham); the line of this company between Wokingham and Staines; and the London and South-Western Railway Company (between Staines and London); the proportion coming to this company of the £500 will be two-fifths, or £240 per week—£12,480 per annum.

The existing traffic arising from Ascot Heath races will return, at a low estimate, £900 per annum. The daily average number of visitors to the race-course is 80,000, of whom 40,000, at the lowest computation, whether from London via Staines, or from the north and west via Reading and Wokingham, will travel on the intended line—thus the annual aggregate number for the three days would be 120,000; and taking each ticket at not more than 1s. 6d., the above estimate of £900 would be realised from this source alone. The facility afforded by the proposed railway will materially increase the number of visitors; it is, therefore, apparent that the estimate is a minimum amount.

To show the traffic likely to flow from the district to be accommodated by the projected line, it may be well to observe that the receipts at the Twyford Station of the Great Western Railway for passengers and goods average about 400l. per week; the four stations—namely: Wokingham, Bracknell, Bagshot, and Sunning Hill, and Egham will each accommodate a large and populous district as Twyford; but not to over-estimate the traffic, it has been taken at two-thirds of the Twyford traffic.

Twyford being 30 miles from London, and assuming that the stations just named will have no more than two-thirds the traffic of Twyford, it follows that the receipts from the Wokingham traffic to London, which will pass over 16 miles of this railway, will be above per week

| | |
|--|-----------|
| The Bracknell traffic (Bracknell, Binfield, and Warfield), which will pass over 13 miles | 115s. 0d. |
| The Bagshot and Sunning Hill traffic, 8 miles | 66s. 0d. |
| Egham traffic, 2 miles | 18s. 0d. |

Total per week

| | |
|-----------------------|------------|
| Or per year, £17,264. | £332s. 0d. |
|-----------------------|------------|

This calculation is founded on the receipts at the country stations only. The traffic will, therefore, stand thus:—

| | |
|---|---------------|
| Ordinary receipts from Wokingham, Bracknell, Bagshot and Sunning Hill, and Egham stations | £17,264s. 0d. |
| Ascot Heath races, exclusive of increased traffic | 9,000s. 0d. |
| This line's proportion of Reading traffic | 12,480s. 0d. |
| Pleasure traffic | 4,300s. 0d. |
| Ordinary down traffic to Wokingham and other stations on the line and to Reading | 7,436s. 0d. |
| Traffic on Woking branch | 2,925s. 0d. |

Gross receipts per annum

| | |
|-------------------------|---------------|
| Or £2422 19s. per mile. | £53,305s. 0d. |
|-------------------------|---------------|

Deduct working expenses, if worked by this Company, 50 per cent. ... 26,652 10s. 0d.

Applicable for dividend

| | |
|--|------------------|
| Equal to near 9 per cent. per annum on the capital expended. | £26,652 10s. 0d. |
|--|------------------|

If the line should be worked by an existing company, having the requisite plant, &c. the working expenses would be, of course, much less.

The returns of all the railways in the United Kingdom, including unprofitable branches, amount to an average of £2227 per mile per annum; the cost of construction averages £34,000 per mile. This at once explains the smallness of the average dividend, which amounts to £2 3s. 6d. per cent. on the entire outlay for all the railways in the kingdom. It is well known that short traffic is more profitable than long; and as, from the nature of the country, the line proposed can be made for £15,000 instead of £34,000 per mile, and as it accommodates the extra traffic of Ascot Races, the above estimate of dividend may, without doubt, be relied on.

The undertaking is supported by the principal landowners and inhabitants resident in the neighbourhood of the line, and among others, by the following gentlemen:—

Sir John Cathcart, Bart., Cooper's-hill, Englefield-green.
Sir Denis le Marchant, Bart., Chobham-pl.
Adm. Sykes, Castle-hill, Englefield-green.
J. A. Arbutnot, Esq., Coworth-park.
Alfred Caswell, Esq., Binfield.
W. F. A. de Lane, Esq., Bracknell.
C. C. Ferrard, Esq., Ascot-place, Windsor.
James Hayward, Esq., Wokingham.
R. Mangies, Esq., Sunning-dale.
Wm. Newnam, Esq., Englefield-green.
Samson Ricardo, Esq., Titney-park, Sunning Hill.
T. C. Bigby, Esq., Yately-lodge.
Col. Selwyn, Esq., Egham-park.
C. Smith, Esq., Queen's-hill, Sunning Hill.
George E. Towrey, Esq., Harewood-lodge, Sunning Hill.
John Walter, Esq., M.P. Bear-wood, Wokingham.

Applications for prospectuses and shares in the subjoined form to be made to the brokers, at their offices, Royal Exchange, London:—

To the Directors of the Staines and Wokingham, and Woking Junction Railway Co.

GENTLEMEN,—I request you will allot me shares in the capital of the above-named company, and I hereby engage to accept the same, or any less number that may be allotted to me, and to pay the deposit of £2 2s. per share thereon, and to sign the Parliamentary contract and subscribers' agreement when required to do so.

Name in full _____
Occupation _____
Address _____
Referee _____

BOSTON AND MIDLAND COUNTIES RAILWAY AND DOCK COMPANY.—(PROVISIONALLY REGISTERED).

Capital £300,000, in 30,000 shares of £10 each.—Deposit, £1 per share.

Supported by landowners on and in the neighbourhood of the proposed line, and by the Mercantile, Trading, and other interests of Boston and Nottingham, and the intermediate districts; including, amongst others—

LANDOWNERS.

The Most Noble the Marquis of Bristol.
The Right Hon. the Earl of Arundel and Northampton, Hartholme Priory, Sleaford.
The Right Hon. the Earl of Dysart, Buckminster Hall, Grantham.
Sir Gilbert Heathcote, Bart., M.P., Normanton Park, Stamford.
Sir Claude Edward Scott, Bart., Cavendish-square, London.
Charles Allix, Esq., Willoughby, Grantham.
Ant. Willson, Esq., Raucobey Hall, Sleaford.
J. M. Tennant, Esq., Grosvenor-terrace, Headingly, Leeds.
Herbert Ingram, Esq., 15, Hertford-street, Alfay Fair, London; and Rickmansworth, Herts.

BOARD OF MANAGEMENT.
T. S. Cooke, Esq., merchant, Boston.
Ed. Munk, Esq., the Park, Nottingham.
John Rawson, Esq., magistrate & banker, Boston.
T. Wise, Esq., magistrate & banker, Boston.
Edward Newbatt, Esq., Old-clage, Sleaford.
P. R. Roney, Esq., Hanover College, Regent's-park.
Harry Tootel, Esq., London.
Alexander Brodgen, Esq., Manchester.

BANKERS.
Messrs. Masterman and Co.; Messrs. Roberts, Curtis, and Co.; Messrs. Barclays; and the London and County Bank, London.
Messrs. Garth, Claysons, and Garth; Messrs. Gee and Co.; and the Stamford, Spalding, and Boston Joint Stock Banking Company, Boston.
ENGINEERS—Geo. Parker Bidder, Esq.; Geo. R. Stephenson, Esq.; Wm. Lewin, Esq.

SOLICITORS.
Messrs. Staniland & Chapman, Boston (at 3, Verulam-buildings, Gray's-inn, London).
SECRETARY—Mr. Robert Stanbank.

TEMPORARY OFFICES.—3, VERULAM-BUILDINGS, GRAY'S INN, LONDON.

In the year 1845, an Act was obtained for the construction of a line of railway from Ambergate to Boston (via Nottingham and Grantham), called the "Ambergate, Nottingham, and Boston, and Eastern Junction Railway;" but the difficulties of 1847 prevented the company carrying out the undertaking in its integrity, and they were compelled to limit their operations to the formation of the line from Nottingham to Grantham, thereby abandoning the most important feature in the undertaking—the connecting the midland districts with the Port of Boston.

The link in the chain of direct railway communication between Nottingham and Boston being still unsupplied, the important manufacturing towns of Birmingham, Derby, and Nottingham, as also the potteries, are yet compelled to avail themselves of the Ports of Grimsby or Hull for their means of export and import to and from the Baltic and Dutch Ports.

The Port of Boston being nearer to the Dutch Ports than either Grimsby or Hull, and the latter ports being each about 30 miles further distant than Nottingham (the key of the midland districts from the east) than the Port of Boston, it follows that, for many articles of export and import, this latter place, as a shipping port, has over the other two an indisputable advantage; while, at the same time, the new line of communication proposed to be provided would also give to those ports additional access to the midland districts. At this time, vessels of 400 tons burthen (a class of vessels usually employed in the Baltic trade) discharge their cargoes at the quays in Boston; and the navigation offers facilities for great improvement, which, if found expedient to carry out, would enable vessels of considerably larger tonnage to enter the port.

By means of dock accommodation also great advantages will be afforded to the shipping of the port.

To secure the important results which will unquestionably arise by connecting the

port of Boston with the Ambergate Railway, at or near to Grantham, from whence an uninterrupted line of railway now extends to Nottingham, and all the midland districts of the kingdom, this undertaking is submitted to the favourable consideration of the public.

The distance between Boston and Grantham (via Wisbech, Heskington, and Sleaford) is under 31 miles. The line proposed will run over an unusually level country, and having been inspected by the engineers, they report the same to be free from all engineering difficulties; and it has (as shown in the prospectus) considerable local support, both among the landowners affected by the line, and the commercial and trading community of Boston, Sleaford, and the surrounding districts.

From these combined circumstances and the cost of construction will, perhaps, be less than that of any railway yet formed; and the formation of the docks, from the favourable nature of the site selected, will also be constructed at comparatively small cost.

The anticipated traffic from the line and revenue from the docks promises to pay a considerable per centage to the shareholders.

An act for carrying out the undertaking will be applied for in the next session; and, if obtained, the works will be completed within a very short period.

Applications for shares to be made in the subjoined form, either to the company's solicitors or secretary, or to Messrs. Oswin, Toolal, and Co., 10, Angel-court, Throgmorton-street, London; Mr. Thomas Roberts, Manchester; Messrs. Nielson, Liverpool; Mr. Pearson, Birmingham; and Messrs. Peet and Son, Nottingham.

FORM OF APPLICATION FOR SHARES.

To the Directors of the Boston and Midland Counties Railway and Dock Company.

GENTLEMEN,—I request you to allot me shares in the above Company; and I hereby undertake to accept the same, or any less number that may be allotted to me, and to pay the sum of £1 per share thereon, and execute the deed of settlement of the Company when required so to do.

Name _____
Profession or occupation _____
Address _____
Date _____

ANGLO-AUSTRALIAN GOLD MINING COMPANY.

Completely registered, and incorporated pursuant to Act of Parliament.
OFFICES.—No. 33, ESSEX STREET, STRAND.
Capital £30,000, in 30,000 shares, of £1 each, to be paid up on allotment. 52

This COMPANY will work GOLD MINES in the richest quartz districts of AUSTRALIA, by a staff of experienced miners, who have been expressly selected by one of the directors from the mining districts of Cumberland, assisted by Bagge's Patent Steam Quartz Crushing Engines—the most effective machine for quartz crushing ever invented; the whole being under the management of a resident director.

APPLICATIONS for the UNALLOTTED SHARES may be made, and prospectuses obtained, of the secretary, at the offices of the company; and Messrs. Branton and Sons, Auction Mart, Lothbury.

MONARCH GOLD MINING COMPANY.

DIRECTORS.
Sir ROBERT AUGUSTUS FULFORD GRAVES COLLETON, Bart.
Sir CHARLES SHARP KIRKPATRICK, Bart.
FRANCIS MORRIS, Esq., Director of the Devon Great Consols.
FREDERICK ADAM CATTY, Esq. MAURICE EVANS, Esq.
WILLIAM HOLCATE, Esq. EDWARD GARD, Esq.
AUDITORS—Charles Clarke, Esq., and George Fyfe, Esq.
BANKERS—Messrs. Prescott, Grote, Cave, and Co.
PROMOTER—Mr. T. A. Readwin.

ONE HUNDRED AND FORTY SHARES, or any portion thereof, in the above promising undertaking, TO BE SOLD, at 7s. 6d. per share for the shares on which 10s. each are paid, and which are now being issued at that price.—All communications (pre-paid) addressed to H. Guedalla, Esq., Gresham Club, London, or No. 14, Marine-parade, Brighton, will be promptly replied to.

ROYAL NASSAU SULPHATE OF BARYTES MINES.

Société Anglo-Belge, established in Belgium under the law "en commandite." Capital £34,000, in 68,000 shares of £1 (to be fully paid up), to be issued at 10s. each, of which 20,000 have been subscribed for in Belgium.

This being a company "en commandite," and the shares being to bearer (au porteur), no registration is required, and no Deed has to be signed, and all liability is legally restricted to the amount paid.—The deposits will be returned in full, without any deduction for preliminary expenses, in the event of the non-prosecution of this company.

CHIEF OFFICES IN BRUSSELS. LONDON AGENCY (pro tem.).
85, RUE DE BRABANT. 70, KING WILLIAM STREET, CITY.

COUNCIL IN BRUSSELS.
M. J. LAURENCE HOORICKX, Burgomaster of Anderlecht, Brussels.
M. GUILLIN, Propriétaire at Brussels, and Fabricant at Paris, Troyes, and Bascelona.
M. J. STORV-CORSTALZ, Propriétaire Bienter, Brussels.
M. VAUTIER-WILSON, Avocat à la Cour d'Appel, Brussels.

COUNCIL IN LONDON.
JOHN STRATFORD BEST, Esq., 1, Ashley-place, Belgrave-square.
G. N. CLARKE, Esq., 11, Charles-street, St. James's.
LE CHEVALIER DROUET, Belgian Legation, London.
JOACHIM DE MIRALLES, Esq., Gresham-street, and Brixton.
W. H. SPERLING, Esq., 14, St. James's-square.
GERANT—E. Van den Borren, Esq., Brussels.

BANKERS.
London: Messrs. Martin, Stone, and Martin.—Brussels: La Société Générale.
SOLICITORS—Messrs. Howard and Dollman, 141, Finchchurch-street.
OFFICIAL AUDITOR—James Hutton, Esq., 46, Moorgate-street.
STOCKBROKERS—Messrs. Ekykn Brothers, 22, Change-alley.

This company proposes to purchase and work, under unusually advantageous conditions, an extensive deposit of that valuable mineral, sulphate of barytes. The mines consist of two concessions in perpetuity, situate on the range of the Taurus, near the village of Kiedrich, two leagues from Mayence, and are at present in a state to produce from 400 to 500 tons per month, from three pits already opened, but on the further opening of the mines the produce may readily be increased to from 800 to 1200 tons per month.

The use of sulphate of barytes in white lead and white zinc is most extensive, and the general adoption of it in the manufacture of paper-hanging, cement, plaster of Paris, grease, soap, and of late, in the crystallisation of beet-root sugar, by manufacturers on the continent, has very much increased the demand for it, so that large quantities command a ready sale, at highly remunerative prices.

These mines belong to, and are at present worked by, an association of partners, en commandite, who hold shares amounting together to the sum of 1,700,000 fr., or £68,000, which amount they are desirous of not reducing, and the following arrangement has, in conformity with this desire, been made for the purchase and working these mines on an adequate scale to meet the immense demand for this mineral.

The council of this company have accordingly purchased one-half of the interest in these mines, for the payment of which, and to provide ample working capital for the extended operations, a sum of £2 34s. 6d. will be required, and the council propose raising this sum of £23,400 by the issue of 68,000 shares of £1 (25 fr.) each, being an equal number and value of shares as those to be held by the members of the original association, which 68,000 shares of 11. each will, however, be issued at the price of 10s., instead of £1, thus entitling the holders to half the profits of the entire mines, at the actual cost of only a quarter of the capital, which half profits upon the sales to be effected in Paris alone will amount to £4000 per annum, and give a yearly dividend of nearly 25 per cent., independent of the profits to be obtained from sales in the Belgian, English, and other markets.

The gentlemen comprising the former association have deposited, as a proof of their good faith, with the London bankers of this society, the sum of £250, to cover the preliminary expenses incurred in getting up the present company, and sending a competent party to examine the mines, so that, in the event of any failure, the council are enabled to guarantee the return of all deposits in full, without any deduction for preliminary expenses.

There having been 20,000 shares already subscribed for in Belgium, the council will only have it in their power to issue 48,000 of these shares to the English public.

For prospectuses and letters of application, apply to Messrs. Ekykn Brothers, 22, Change-alley, or at the offices of the company, 70, King William-street, City.

REPORT OF PROFESSOR D. T. ANSTED, F.R.S.

To the Directors of the Royal Nassau Sulphate of Barytes Mines.

GENTLEMEN,—In accordance with your request, I have visited and inspected your mines of sulphate of barytes, situate in the Duchy of Nassau, near Kiedrich, on the south banks of the Taurus, about four miles up the country from Eltville, and 10 miles from Biebrich on the Rhine, from which point there is railway communication. The mine consists at present of three principal shafts, one air shaft, and one shaft not used, all cutting the same lode or vein of sulphate of barytes, which strikes N. E.—S. S. W., and underlies considerably W. N. W. at this vein comes to the day on the hill side of a small valley supplied with water-power, and is also traced at the surface by constantings.

At the surface, and very near it, the vein is not very thick, but becomes both more considerable and more regular in descending; the thickness in the end at 8 fms., being about 5 ft. It has been proved for a distance of about 30 fathoms, the depths of the shafts varying from 6 to 20 fathoms; but the levels driven from the different shafts (which are not of great length), do not yet communicate. The condition of the ground is generally extremely favourable, and the mine is very easily worked at small expense, since, although some timbering will be needed, wood is extremely cheap. Although the mine is only partially opened, there would be no difficulty in now setting four pits, from which at least 30 tons per day might be obtained by day and night work.

After a short time, the mine being further developed, the yield might be considerably increased, and in all probability would amount to from 800 to 1200 tons per month, in the course of a year or two. The mineral is remarkably pure, and a large part of this is eminently adapted for the manufacture of pigments. The mine is dry and high above the level of the valley. I also visited, at the request of the Baron V. Lockhorst, another important mine at Naurod, a village about five miles above Wiesbaden, communicating thence with Biebrich by rail. It consists at present of one shaft, cutting a main lode of very considerable magnitude; another shaft, either to the same lode in a different state, or a branch, probably the latter, and a costeaning pit also proving the lode. There are some workings at 10 fathoms of no great extent; showing, however, that the thickness of the vein is there, at least, 10 feet, consisting for the most part of pure and good sulphate of barytes. There is a level commenced and carried 114 fathoms to drain this shaft, which is at present about 17 fathoms depth, with 1 fathom of water. The shaft wants only 18 fathoms to reach the shaft. The vein runs east and west, underlying north. It is not likely that the great thickness proved in the main shaft will continue, but the vein is certainly of considerable condition, and might shortly be made to yield at least 20 tons per day. The mineral is of excellent quality. The roads, both from Kiedrich and Naurod, are for the most part good, and are either on a descent or level almost the whole way to Biebrich. The cost of transport to that town would average 3s. 6d. per ton. The working expenses in each mine would be very small, and the outlay required to put them in good order almost inconsiderable. I also visited a third mine at Marienfeld, near Bransbach on the Rhine, from which a large quantity of excellent mineral might be obtained. In at least, 1000 tons of mineral per month, the average cost of which, in a short time for exportation, and delivered at Biebrich, would not exceed 4s. 6d. per ton, and might be much less. The quality of the mineral is very good, and by careful picking the very finest specimens might easily be separated; and would, I believe, be found to form a large proportion.

It is right to mention that the situation of Biebrich, situated nearly equidistant from the mines of Kiedrich and Naurod, and both a shipping and railway station, at which fuel and machinery would be comparatively inexpensive, while labour is very cheap, renders that a very desirable point for the erection of works.

I have the honour to remain, &c.

D. T. ANSTED, F.R.S., Consulting Mining Engineer.
17, Manchester-street, October 31, 1852.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION
BOOK PASSENGERS COMPANY

made an accusation against them.
8, 1832.

THE MINING SHARE LIST.

| Shares. | Mines. | Paid. | Last Price. | Present. | Dividends per Share. | Last Paid. |
|---------|---|---------|-------------|-----------|----------------------|---------------------|
| 4120 | Alfred Consols (copper), Phylack | 25 | 213 | 13 1/2 | 25 1 0 | 20 7 0—Sept. 1852. |
| 1244 | Ally-erib (copper), Talybont, Wales | 4 | 4 | 4 | 0 0 0 | 0 0 0—Jan. 1851. |
| 2500 | Angles Coal Company | 4 | 4 | 4 | 0 0 0 | 0 0 0—Jan. 1852. |
| 1034 | Baldwin (tin), St. Just | 11 1/2 | 10 | 10 | 10 4 0 | 0 0 0—Aug. 1852. |
| 4000 | Bedford United (copper), Tavistock | 2 1/2 | 2 1/2 | 2 1/2 | 3 13 0 | 0 0 0—Aug. 1852. |
| 5000 | Black Craig (lead), Kirkcubrightshire | 5 | 5 | 5 | 0 0 0 | 0 0 0—Nov. 1851. |
| 64 | Boswell Downs (tin), St. Just | 100 | 100 | 100 | 750 0 0 | —May, 1840. |
| 100 | Botalack (tin, copper), St. Just | 182 1/2 | 265 | 265 | 462 10 0 | 5 0 0—Aug. 1852. |
| 1800 | Brynall, Llanidloes, Montgomeryshire | 3 1/2 | 10 1/2 | 10 1/2 | 0 0 0 | 0 0 0—June, 1851. |
| 5000 | Callington (lead, copper), Callington | 6 1/2 | 1 1/2 | 1 1/2 | 1 8 0 | 0 4 0—Sept. 1847. |
| 1000 | Carn Brea (copper, tin), Illogan | 15 | 70 | 70 | 210 0 0 | 2 0 0—July, 1852. |
| 128 | Comford (copper), Gwennap, Cornwall | 75 | 14 1/2 | 14 1/2 | — | — |
| 250 | Condarow (copper, tin), Camborne | 20 | 100 | 100 | 22 0 0 | 3 0 0—Oct. 1852. |
| 250 | Cook's Kitchen (copper, tin), Illogan | 15 1/2 | 100 | 100 | — | — |
| 128 | Cwmystwith (lead), Cardiganshire | 60 | 190 | 190 | — | — |
| 1024 | Devon Great Consols (copper), Tavistock | 1 | 395 | 390 5 400 | 255 0 0 | 5 0 0—July, 1852. |
| 472 | Ding-Dong (tin), Gwilt | 1 | 6 | 6 | 8 0 0 | 8 0 0—Sept. 1852. |
| 180 | Dolchoth (copper, tin), Camborne | 25 1/2 | 55 1/2 | 55 1/2 | 855 14 0 | —1847. |
| 2500 | Drake Walls (tin, copper), Calstock | 6 1/2 | 6 1/2 | 6 1/2 | 0 0 0 | —Jan. 1852. |
| 128 | East Darren (lead), Cardiganshire | 23 | 80 | 80 | 2 0 0 | 2 0 0—July, 1852. |
| 250 | East Pool (tin, copper), Pool, Illogan | 24 1/2 | 150 | 172 1/2 | 233 0 0 | —1843. |
| 94 | East Wheel Croft (copper), Illogan | 12 1/2 | 50 | 50 | 840 0 0 | — |
| 128 | East Wheel Rose (silver-lead), Newlyn | 50 | 250 | 250 | 2245 0 0 | 10 0 0—March, 1852. |
| 300 | Fenton Pottery Coal and Iron | 6 | 9 | 9 | 1 4 0 | 0 12 0—Aug. 1852. |
| 494 | Fowey Consols (copper), Twardreath | 40 | 30 | 30 | — | — |
| 3715 | General Mining Co. for Ireland (cop., lead) | 1 1/2 | 3 1/2 | 3 1/2 | 0 15 9 | 0 7 10—June, 1852. |
| 2000 | Goginan (lead), Cardiganshire, Wales | 8 | 8 | 8 | 22 0 0 | — |
| 9000 | Great Consols (copper), Gwennap | 1000 | 200 | 200 | 335 6 8 | —Jan. 1851. |
| 3000 | Great Onslow Consols, Gwennap | 1 1/2 | 2 1/2 | 2 1/2 | 0 2 0 | 0 2 0—June, 1852. |
| 18150 | Great Polgosh (tin), St. Austell | 3 | 5 | 4 1/2 x d | 0 10 0 | 0 4 0—Oct. 1852. |
| 119 | Great Work (tin), Gwennap | 100 | 175 | 175 | 141 10 0 | 7 10 0—Aug. 1852. |
| 1024 | Herodfoot (lead), near Liskeard | 10 1/2 | 4 1/2 | 4 1/2 | 0 7 6 | 0 2 6—Aug. 1851. |
| 1000 | Holmbush (lead, copper), Callington | 24 1/2 | 21 | 21 | 25 0 0 | 0 0 0—Feb. 1844. |
| 2500 | Holyford (copper), near Tappary | 11 | 7 | 7 | 3 5 0 | 0 5 0—Sept. 1852. |
| 756 | Kirkcubrightshire (lead), Kirkcubright | 9 1/2 | 4 | 4 | 0 5 0 | 0 5 0—Sept. 1851. |
| 1000 | Lewis (tin, copper), St. Erth | 17 | 13 | 13 | 2 0 0 | 0 10 0—Aug. 1851. |
| 100 | Levant (copper, tin), St. Just | 17 | 95 | 95 | 1036 0 0 | 2 0 0—Feb. 1852. |
| 180 | Lisburne (lead), Cardiganshire, Wales | 75 | 650 | 650 | 685 0 0 | 15 0 0—Sept. 1852. |
| 5000 | Low's Patent Copper Smelting Company | 9 | 10 | 10 | 1 0 0 | 0 6 0—July, 1852. |
| 5000 | Merrill (lead), Flint | 2 1/2 | 6 | 5 1/2 | 0 5 0 | 0 5 0—Aug. 1852. |
| 100 | Milwr (lead), Flint | 150 | 175 | 175 | 10 0 0 | 10 0 0—Oct. 1851. |
| 20000 | Mining Co. of Ireland (copper, lead, coal) | 7 | 10 1/2 | 11 1/2 | 7 14 0 | 0 3 6—June, 1852. |
| 200 | North Pool (copper, tin), Pool | 22 1/2 | 240 | 240 | 249 0 0 | 5 0 0—Aug. 1852. |
| 140 | North Rosebar (copper), Camborne | 10 | 180 | 180 | 237 10 0 | 2 10 0—Sept. 1852. |
| 200 | North Wheel Basset (copper, tin), Illogan | 11 | 13 | 13 | 1 1 0 | —April, 1851. |
| 6400 | Par Consols (copper), St. Blazey | 1 1/2 | 17 | 17 | 21 5 0 | 0 16 0—June, 1852. |
| 1160 | Perran St. George (cop., tin), Perranabuloe | 21 1/2 | 40 | 40 | 1 15 0 | 0 10 0—June, 1851. |
| 200 | Phoenix (copper, tin), Liskeard | 30 | 380 | 380 | 240 0 0 | 15 0 0—Sept. 1852. |
| 5000 | Provident Mines (tin), Uny Lelant | 20 1/2 | 32 1/2 | 32 1/2 | 18 14 6 | 0 10 0—Nov. 1851. |
| 1844 | Rix Hill (tin), Tavistock | 6 1/2 | 3 1/2 | 3 1/2 | 0 0 0 | 0 4 0—Oct. 1852. |
| 1000 | Rorington (lead), Snailbeach, Shropshire | 6 1/2 | 1 | 1 | 0 0 0 | 0 0 0—July, 1852. |
| 250 | South Caradon (copper), St. Cleer | 2 1/2 | 160 | 160 | 262 10 0 | 2 10 0—Sept. 1852. |
| 5000 | South Tarn (silver-lead), Boxford | 1 1/2 | 5 1/2 | 5 1/2 | 0 10 0 | 0 0 0—Oct. 1852. |
| 250 | South Tolgus (copper), Redruth | 16 | 198 | 198 | 46 0 0 | 0 0 0—Aug. 1852. |
| 248 | South Wheel France (copper) | 37 1/2 | 195 | 195 | 199 15 0 | 5 0 0—Sept. 1852. |
| 1024 | Spearne Consols (tin), St. Just | 1 1/2 | 9 | 9 | 7 10 0 | 0 10 0—Sept. 1852. |
| 1024 | St. Aubyn and Grylls (copper, tin) | 3 | 8 | 8 | 0 17 6 | 0 7 6—April, 1852. |
| 94 | St. Ives Consols (tin), St. Ives | 80 | 125 | 125 | 875 0 0 | 4 0 0—Aug. 1852. |
| 1000 | Stray Park and Camborne Vein (copper) | 16 | 8 1/2 | 8 1/2 | 11 10 0 | — |
| 5000 | Tamar Consols (silver-lead), Beeralton | 4 1/2 | 4 1/2 | 4 1/2 | 2 11 0 | 0 6 0—July, 1840. |
| 6000 | Tincoff (copper, tin), near Pool, Illogan | 7 | 12 1/2 | 12 1/2 | 6 8 0 | 0 10 0—Aug. 1852. |
| 512 | Treahan (silver-lead), Menheniot | 6 1/2 | 5 1/2 | 5 1/2 | 14 7 6 | 0 0 0—Nov. 1851. |
| 5000 | Trevelick Consols (copper), Bealton | 6 1/2 | 13 1/2 | 13 1/2 | 4080 15 0 | 0 5 0—Oct. 1847. |
| 120 | Trevelick (copper), Gwennap, Cornwall | 5 | 13 | 13 | 4080 15 0 | —1848. |
| 120 | Trevelick and Barrier (copper), Gwennap | 130 | 135 | 135 | 238 0 0 | 4 0 0—Sept. 1852. |
| 100 | Trumpet Consols (tin), near Helston | 95 | 140 | 140 | 20 0 0 | 5 0 0—Sept. 1852. |
| 300 | United Mines (copper), Gwennap | 90 | 750 | 750 | 10 0 0 | 7 10 0—Sept. 1852. |
| 1024 | Wellington (copper, tin), Perranabuloe | 7 1/2 | 6 1/2 | 6 1/2 | 2 2 6 | 0 5 0—March, 1851. |
| 250 | West Caradon (copper), Liskeard | 20 | 180 | 180 | 186 5 0 | 5 0 0—Aug. 1852. |
| 1024 | West Providence (tin), St. Erth | 10 1/2 | 49 | 48 50 | 13 0 0 | 2 10 0—Sept. 1852. |
| 250 | Wheel Basset (copper), Illogan | 10 1/2 | 515 | 515 | 335 0 0 | 20 0 0—Oct. 1852. |
| 250 | Wheel Brewer (copper), Gwennap | 4 | 22 1/2 | 22 1/2 | 5 0 0 | — |
| 250 | Wheel Buller (copper), Redruth | 5 | 810 | 810 | 208 0 0 | 17 10 0—Sept. 1852. |
| 100 | Wheel Friend (copper), St. Agnes | 10 | 70 | 70 | 5 0 0 | 5 0 0—1850. |
| 128 | Wheel Golden (lead), Perranabuloe | 120 | 125 | 125 | 3330 0 0 | 8 0 0—Feb. 1852. |
| 4000 | Wheel Golden (silver-lead), Perranabuloe | 3 | 4 1/2 | 4 1/2 | 1 0 0 | 1 0 0—Sept. 1852. |
| 250 | Wheel Jane (silver-lead), Newlyn | 8 | 55 | 55 | 15 0 0 | 2 10 0—Aug. 1852. |
| 430 | Wheel Lovel (tin), Wendron | 38 | 117 | 117 | 196 0 0 | 2 10 0—May, 1852. |
| 112 | Wheel Margaret (tin), Uny Lelant | 70 | 43 | 38 | 23 5 0 | 1 0 0—Sept. 1852. |
| 512 | Wheel Mary Ann (lead), Menheniot | 5 1/2 | 250 | 250 | 40 10 0 | 3 0 0—Sept. 1852. |
| 40 | Wheel Owles, St. Just, Cornwall | 140 | 60 | 60 | 223 10 0 | 5 0 0—Oct. 1852. |
| 240 | Wheel Reeth (tin), Uny Lelant | 20 1/2 | 43 | 43 | 235 0 0 | 5 0 0—May, 1851. |
| 108 | Wheel Reeth (tin), Uny Lelant | 107 | 29 1/2 | 29 1/2 | 8 15 0 | 0 10 0—June, 1852. |
| 1024 | Wheel Tremayne (tin, copper), Gwennap | 9 1/2 | 29 1/2 | 29 1/2 | 13 13 0 | 1 5 0—Aug. 1852. |
| 5000 | Wicklow (copper), Wicklow | 5 | 35 | 35 | — | — |

FOREIGN MINES.

| Shares. | Mines. | Paid. | Last Price. | Present. | Dividends per Share. | Last Paid. |
|---------|---|---------|-------------|----------|----------------------|--------------------|
| 4000 | Altman Mining Company (copper), Norway | 214 1/2 | 4 | 4 | 3 0 0 | —March, 1848. |
| 10000 | Brazilian Imperial (gold), Brazil | 25 | 7 1/2 | 7 1/2 | 24 17 0 | —Dec. 1844. |
| 12000 | Cobre Copper Company (copper), Cuba | 40 | 44 1/2 | 44 1/2 | 53 12 0 | 2 0 0—July, 1852. |
| 10000 | Copiapu Mining Company (copper), Chile | 14 | 6 1/2 | 6 1/2 | 3 18 0 | 0 5 0—Oct. 1851. |
| 20000 | General Min. Assoc. (iron, coal), Nova Scotia | 20 | 12 1/2 | 12 1/2 | 7 10 0 | 0 5 0—June, 1852. |
| 9000 | Linares (lead), Pozo Ancho, Spain | 3 | 3 1/2 | 3 1/2 | 0 3 0 | 0 3 0—Sept. 1852. |
| 100000 | Marquitta Min. Co. (gold, sil.), New Granada | 1 | 1 | 1 | 1 0 0 | 1 0 0—April, 1852. |
| 2700 | Marmato (gold), Colombia | 2 1/2 | 4 1/2 | 4 1/2 | 3 0 0 | 1 0 0—Dec. 1851. |
| 20000 | Mexican and Southern American (cop.), Mexico | 12 | 1 1/2 | 1 1/2 | 4 0 0 | 0 5 0—July, 1852. |
| 7000 | Royal Santiago (copper), Cuba | 12 | 11 1/2 | 11 1/2 | 33 0 0 | —July, 1846. |
| 11000 | St. John del Rey (gold), Brazil | 15 | 2 1/2 | 2 1/2 | 17 7 6 | 2 0 0—June, 1852. |
| 43174 | United Mexican (silver), Mexico | 28 1/2 | 7 1/2 | 7 1/2 | 1 12 6 | 0 7 6—Feb. 1850. |

MINES WHICH HAVE SOLD ORES.

| Shares. | Mines. | Paid. | Last Price. | Present. | Dividends per Share. | Last Paid. |
|---------|------------------------------------|--------|-------------|----------|----------------------|------------|
| 4000 | Altarnun Con. (tin, cop.), Altar. | 1 1/2 | 1 1/2 | 1 1/2 | — | — |
| 4000 | Augusta Con. (cop.) Bridestown | 1 1/2 | 1 1/2 | 1 1/2 | — | — |
| 940 | Baincon Con. (tin), Uny Lelant | 3 | 3 | 3 | — | — |
| 1024 | Baldwidden (tin), Sancreed | 3 1/2 | 1 | 1 | — | — |
| 1024 | Beal Holes (lead), Worthen, Salop | 14 1/2 | 12 1/2 | 12 1/2 | — | — |
| 508 | Bell and Lanthorn, Gwennap | 8 1/2 | 7 1/2 | 7 1/2 | — | — |
| 5000 | Bellavon (iron), South Wales | 50 | 10 | 10 | — | — |
| 2000 | Bishopstone, Glamorganshire | 5 | 3 | 3 | — | — |
| 1024 | Bodmin Con. (lead), Wadebridge | 10 | 9 | 9 | — | — |
| 6144 | Bodmin West Downs (tin, cop.) | 1 | 1 | 1 | — | — |
| 1024 | Bodmin W. Mary (cop.), Bodmin | 10 1/2 | 3 | 3 | — | — |
| 4096 | Boringdon Consols, Plympton | 20 1/2 | 16 | 16 | — | — |
| 240 | Boscoean (tin), St. Just | 1 | 1 | 1 | — | — |
| 2400 | Boscon (tin), St. Just | 1 | 1 | 1 | — | — |
| 3250 | Bottle Hill (copper), Plymouth | 2 | 2 | 2 | — | — |
| 14000 | Braich Gosh Slate Quarries | 1 1/2 | 1 1/2 | 1 1/2 | — | — |
| 2000 | Brondyff (lead), Wales | 3 | 3 | 3 | — | — |
| 2000 | Bryn-Arian (lead), Cardigansh. | 3 | 3 | 3 | — | — |
| 1743 | Budnick Consols (tin), Perran | 6 1/2 | 8 | 8 | — | — |
| 7500 | Busparrow (tin, cop.), Gwinnar | 1 | 1 | 1 | — | — |
| 2000 | Bwlich (sil.-lead), Cardiganshire | 4 | 3 | 3 | — | — |
| 1000 | Cae-Gwynon, Cardiganshire | 1 | 3 | 3 | — | — |
| 1024 | Carnphilly & Carhoun, S. Wales | 3 | 3 | 3 | — | — |
| 3000 | Cally (cop., lead), Kirkcudbright | 1 | 1 1/2 | 1 1/2 | — | — |
| 4096 | Calstock Consols (copper) | 4 1/2 | 1 | 2 4 | — | — |
| 3000 | Carbons (tin, copper), Gwennap | 4 1/2 | 3 | 3 | — | — |
| 3000 | Carthorpe (cop., lead), Wadebridge | 4 1/2 | 4 | 4 | — | — |
| 1056 | Carvanall (copper), Gwennap | 2 1/2 | 3 1/2 | 5 1/2 | — | — |
| 2048 | Castle Dinas (tin), St. Columb | 2 | 3 | 3 | — | — |
| 200 | Cefn Bryn (lead), Cardigansh. | 33 | 97 1/2 | 97 1/2 | — | — |
| 9000 | Charlestown United, Cornwall | 3 | 3 | 3 | — | — |
| 1280 | Chryssae (tin, cop.), St. Enodur | 5 1/2 | 10 | 10 | — | — |
| 1024 | Ciljall & Wentworth (tin, cop.) | 4 | 5 | 5 | — | — |
| 3000 | Cod Mawr Pool (lead), Llanrwst | 10 | 15 | 15 | — | — |
| 900 | Court Grange, Cardiganshire | 10 | 9 | 9 | — | — |
| 1000 | Craig-y-Mwyn (lead), Llanrhadr | 8 1/2 | 7 | 7 | — | — |
| 250 | Cranes and Jewells, Camborne | 25 1/2 | 10 | 10 | — | — |
| 512 | Creeg Brann (copper), Cornwall | 15 1/2 | 20 | 20 | — | — |
| 9000 | Cubert (silver-lead), Cornwall | 21 1/2 | 1 1/2 | 1 1/2 | — | — |
| 10000 | Cwm Daren (lead), Cardigansh. | 1 | 1 | 1 | — | — |
| 1000 | Cwm Erth (lead), Cardigansh. | 8 | 2 | 2 | — | — |
| 2000 | Cyffynedd Fawr, Llanegryn | 8 | 1 | 1 | — | — |
| 3000 | Dalrieh (cop., lead), Brecon | 1 1/2 | 4 | 4 | — | — |
| 1000 | Darren (sil.-lead), Cardiganshire | 4 | 4 | 4 | — | — |
| 7100 | Derwent (sil.-lead), Durham | 10 | 2 | 2 | — | — |
| 2007 | Devon and Courtenay (copper) | 3 1/2 | 3 1/2 | 3 1/2 | — | — |
| 1024 | Devon and Cornwall United (cop.) | 7 1/2 | 6 1/2 | 6 1/2 | — | — |
| 1600 | Devon Great Tincoff (tin) | 3 | 2 | 2 | — | — |
| 4000 | Doltrwynog (cop.), Merioneth | 3 | 1 | 1 | — | — |
| 128 | Drift Moor (tin), Sancreed | 4 | 4 | 4 | — | — |
| 4000 | Duke of Cornwall (tin), Llanfyll | 1 | 1 | 1 | — | — |
| 2000 | Dynafon (lead), Wales | 11 1/2 | 12 | 12 | — | — |
| 4096 | East Alfred Consols (lead, cop.) | 18 1/2 | 14 | 14 | — | — |
| 250 | East Basset (copper), Redruth | 10 | 40 | 40 | — | — |
| 2500 | East Birch Tor (tin), North Droy | 3 | 3 | 3 | — | — |
| 1948 | East Cronwale (cop.), Tavistock | 6 | 3 1/2 | 3 1/2 | — | — |
| 1100 | East Frowd (lead) | 1 1/2 | 4 1/2 | 4 1/2 | — | — |
| 4000 | East Gannal Lake June (cop.) | 1 | 1 1/2 | 1 1/2 | — | — |
| 1024 | East Gannal Lake June (tin) | 1 | 2 1/2 | 2 1/2 | — | — |
| 1024 | East Gannal Lake June (tin) | 1 | 2 1/2 | 2 1/2 | — | — |
| 1024 | East Gannal Lake June (tin) | 1 | 2 1/2 | 2 1/2 | — | — |
| 1024 | East Gannal Lake June (tin) | 1 | 2 1/2 | 2 1/2 | — | — |
| 1024 | East Gannal Lake June (tin) | 1 | 2 1/2 | 2 1/2 | — | — |
| 1024 | East Gannal Lake June (tin) | 1 | 2 1/2 | 2 1/2 | — | — |
| 1024 | East Gannal Lake June (tin) | 1 | 2 1/2 | 2 1/2 | — | — |
| 1024 | East Gannal Lake June (tin) | 1 | 2 1/2 | 2 1/2 | — | — |
| 1024 | East Gannal Lake June (tin) | 1 | 2 1/2 | 2 1/2 | — | — |
| 1024 | East Gannal Lake June (tin) | 1 | 2 1/2 | 2 1/2 | — | — |
| 1024 | East Gannal Lake June (tin) | 1 | 2 1/2 | 2 1/2 | — | — |
| 1024 | East Gannal Lake June (tin) | 1 | 2 1/2 | 2 1/2 | — | — |
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| 1024 | East Gannal Lake June (tin) | 1 | 2 1/2 | 2 1/2 | — | — |
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| 1024 | East Gannal Lake June (tin) | 1 | 2 1/2 | 2 1/2 | — | — |
| 1024 | East Gannal Lake June (tin) | 1 | 2 1/2 | 2 1/2 | — | — |
| 1024 | East Gannal Lake June (tin) | 1 | | | | |